

Oakland Tribune

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Paolina

by Edwin Balmer



Girls and men gathered about to listen to her; altogether too many for Jerry.

—Illustrated by Paul Meylan.

THREE were at the breakfast-table, as there always had been but three since his sister, Marjorie, married five years ago. The family never had numbered more than four—his father, his mother, Marjorie and Jerry himself.

The table was just as he always remembered it—cool, formally set, spotless, and laid with the heavy, simple silver which had been in his mother's family for a hundred and forty years. True Colonial silver, not mere replicas of an

old pattern; and the table was true Colonial. Men and women and children of his mother's family had sat about that table for five generations; a big, well-made, handsome table for a large family. And Great-great-grandfather Cappel had begot many children; the old Cappel Bible devoted a whole page to the listing: "Jeremy, Mary, John Edward, Faith, Ezra, Hope, Barnaby, Elizabeth, Jane, Constance, Esther, Gideon."

The father of that family, who had fought under Washington at Princeton and Trenton, and who lived to vote the

Colony of Massachusetts into the Union, recorded in his own hand the names of fifty-three grandchildren, and four more were born to be listed in a younger hand. Five Cappels and two Howarths, the sons of Mary, fought on land in 1812; a John Edward Cappel, with his cousin Ezra Bard, Hope's son, ran off to sea and aided in the capture of the *Guerriere*. There were Cappels in the Blackhawk war and in both Scott's and Taylor's armies in Mexico. Cappels and Howarths and Bards and Fezwicks—Faith's grandsons—were

(Continued on Page Two)

The Day California Celebrates

By May Stanislas Corcoran

Joy of Final Admission Hard to Realize Today

CALIFORNIA is unique in the stress it places on its Admission Day, making the Ninth of September little less important than the Fourth of July, fluttering its Bear Flag with the Stars and Stripes and manifesting the fiesta spirit with the color and gaiety of the Castilian Californians.

The rule of Spain has passed; but her colonies have grown into independent nations. The imprint of Spain's sway is still deep and clear," says that finder of pathfinders, Professor Herbert E. Bolton, of the University of California, in his exquisite volume, "Spanish Borderlands," just issued by Yale University Press. "We see them in social religious, economic, and even in legal customs. California has her Portofino festival, her rodeos, and her Mission Play. From the Spaniards the American cowboy inherited his trade, his horse, his outfit, his vocabulary, and his methods. In the realm of the law, principles regarding mines, water rights on streams, and the



pro- rights of women—to mention only a few—have been retained from the Spanish regime in the Southwest.

CELEBRATION IN MEXICO.

In 1770 when news reached Mexico that "the white sails of the San Antonio, cleaving the blue twilight of the Bay of Monterey, had brought relief to the discouraged Portola and his faithful Junipero Serra," that the "Mission of San Carlos was founded there, near the spot where one hundred and sixty-eight years before Father Ascension had said mass under the spreading oak tree," the bells of the southern capital rang a jubilee of joy. A northern outpost of defense had been planted. The Russian bear might grow along the coast, the British lion roar across the Mississippi, the cross of Spain would hold the Pacific.

In 1850 when news reached San Francisco that the Oregon, steaming through the Golden Gate with flying flag and booming cannon, was bringing confirmation of the hope that California had been admitted to the Union, that another star would be added to the national emblem on the staff of liberty in Portsmouth Square, the city went wild with joy, all the bitterness of the past two years, all the lack of recognition, was forgotten in a paroxysm of enthusiasm.

STATE RIGHTS DELAYED.

Since the signing of the Treaty of Guadalupe Hidalgo, February 2, 1848, and the proclamation by the President, July 4, 1848, California had been granted neither territorial nor state rights. While northern and southern factions disputed in Congress, California, ceded by Mexico to the United States, had remained practically without any rights. Spain had granted the acquisition of frontier protection with delight. The United States extended no welcome to the struggling daughter of the Golden West. In the hands of Comanche no joy bells rang an answer to her note of triumph. Yet ever on California shores threads of red and yellow gleamed through the azure, red and white of the tri-color.

In seeking for Monterey, Portola and his companions, wandering afar through fog, had come unexpectedly upon "a great quiet harbor, almost land-locked, so near together stood the two flanking pillars of its gate open to the sunset ocean. These hunters were the first white men to catch a glimpse of San Francisco Bay," says Dr. Bolton in his "Borderlands." To this Gaspar I gave the name of Chysopolis, or Golden State; for the same reason that the harbor of Byzantium (Constantinople afterwards) was called the Golden Horn, its form and advantages for commerce, said Captain John C. Fremont in his Memoir addressed to the Senate of the United States, June, 1843.

LAND ROUTE OPENED.

Next came the opening of the land route from Sonora to this northern bay, by the founder of San Francisco, Juan Bautista de Anza, that gentlemanly Spanish frontiersman, whose footsteps our Southwest historian has, during the past two summers, followed in person across the harping wastes of the de-

ert. "It is fascinating to note, that even while Don Juan de Anza reconnoitered San Francisco Bay for a site whereon to erect the outward signs of absolute monarchy, the Liberty Bell of Philadelphia three thousand miles away proclaimed the signing of the Declaration of Independence, and that within seventy-five years San Francisco was to become the western gateway of the New American nation."

The Presidio was founded in September, the mission in October, 1776. The old Arguello home at the Presidio, built in 1776, looking westward to the Pacific and the Golden Gate, stands today almost as it stood a century and a half ago, its deep embrasured windows and narrow porch showing little mark of time, but in the hall where Spanish seculars danced is a modern ballroom and over the fireplace are portraits of the British lion roar across the Mississippi, the cross of Spain would hold the Pacific.

In April, 1806, the June, with a corps of diplomats, bent either upon asking assistance from the Spaniards or looking for the possibility of making California their possession, swept through the Golden Gate in defiance of the San Joaquin battery, were hospitably received by Don Luis Arguello in the absence of his father, the Commandante. Among them was Count Nikolai Petrovich Resanov, the Russian envoy, who very soon expressed his admiration for Don Luis's sister, the dainty Concepcion. Arguello, who, forty-five years later, in American days, became the first California nun, their story, now a classic, had its setting at the Presidio, along the road we call Guerra street, where they rode back and forth to the Mission Dolores where Senorita Arguello conducted a little school for Indian children.

The Mission stands today as it stood a century ago, the same simple structure, the same old bells, the same garish color. Twice have earthquakes wrought strange havoc to the land and habitations round about and left intact this relic of the days of the Padres. Fifteen years ago a fire-devastated waste it disapproved Bret Hart's prediction that it would fall beside the encroaching city. Now again the city pulses around it.

On May 21, 1806, a merry party assembled on the beach to bid farewell to the June which sailed across the blue waters bearing flour, peas, beans, and maize to the starving Russians at Sitka. The batteries of San Joaquin, so hostile at their approach, six weeks previous, thundered farewell salutes while the Arguello family and friends waved adieu from the fort to Concepcion's fiancée, Nikolai Petrovich Resanov, bound for St. Petersburg and Madrid to obtain the respective monarch's consent to this international betrothal. Count Resanov was killed

- 1—Grave of Pico Pico, one of last Mexican governors, at San Luis Rey Mission.
- 2—Mission Dolores, San Francisco, where is located the grave of the first governor under Mexican regime, Luis Antonio Arguello.
- 3—California seal.
- 4—Original bear flag.
- 5—The old Arguello home, built in 1776, still standing at the Presidio.
- 6—Colton Hall, capital at Monterey in 1849.

RUSSIAN SETTLEMENT.

By 1812 a Russian settlement, Fort Ross, was founded at Bodega Bay, which twenty-seven years later, when trade in skins slackened, was purchased by John Augustus Sutter, a Swiss, who, wishing to form a colony of his countrymen, became a naturalized Mexican citizen and obtained an eleven square league grant along the Sacramento river.

Dolce far niente is said to have been the charm of California before the Gringo came, but while waves and winds whispered luring cadences, history was swift in its making. During the Spanish regime (1767-1821) Gaspar de Portola, was the first and Pablo Vicente de Sola, the last Commandante. The wonderful golden age of the Missions came and went. The Mexican regime (1821-1847) began with Turbide, as Augustin I took control in Mexico and Luis Antonio Arguello became the first Mexican governor of Alta California. This governor was truly a Native Son. Born at the San Francisco Presidio June 21, 1784, and died there March 27, 1840, his monument stands today in the tiny cemetery by Mission Dolores.

Probably, the verse which says: "Oh, the Splendid Idle Forties came! Were the golden age of fame In early California." Before the Gringo came is true. But by '40 the Gringos were coming very fast and Californians were no longer Mexicans. They were distinctly a people to themselves, more Spanish than Mexican and different from either. A charming people, not sufficient in numbers or energy to cope with encroaching nations, but with pride and spirit sufficient to fight the world. They already considered themselves almost an independent nation, and had gone through a few minor revolutions of their own before the Bear Flag men arrived.

REVOLT IN 1836.

As early as 1836 a flag "similar to that of the United States" was hoisted at a single star, had been raised when Gutierrez, the governor appointed by Mexico, was driven out and "President" Castro issued a decree that the "constitution of a free and sovereign state of Alta California is hereby declared legitimately installed." At the same time Commandante General Vallejo proclaimed: "Fellow citizens, the legislative assembly of the free state of Alta California calls me to its aid, and I accept its supreme determination, putting myself at the head of the brave men who surround me, and accepting the commandments general for the public welfare, whose slave I am. . . . If I succeed, my reward

will be the sovereign people to which I have the honor to belong; but if it may not be . . . the cold stones, which, confounding me among insensible things shall publish 'Here was a Californian who yielded to death rather than to tyranny.' Very grandiloquent, very unselfish, very short-lived was the Spanish-Californian stand for independence by dazzling spirited men like Vallejo, Castro and Alvarado, but with our flower carnivals, our rivalry for queenships, our pride in education and our love for fiesta, have we not inhaled the air they breathed much to the same purpose. They were superior in blood and morals to those who ruled them, but of more proud than the real Californians of today, scarcely more beautiful and perhaps not less able to hold a place in the land they loved.

INDEPENDENCE SOUGHT.

In 1841 Captain John A. Sutter built New Helvetia at the junction of the American and Sacramento rivers, which being the natural line of travel from Oregon and from the east, soon became the recuperating place for the overland travelers who were then pushing into California. A melting pot of civilization, out of which a patriotic American citizen-ship was to be refined. The United States government sent out surveying expeditions with a view to extending roads from the Atlantic to the Pacific. At first they were very hospitably received by the "Government of California," whose citizens were again meditating a small republic of their making.

The war between the United States and Mexico was pending, and the latter country, cordially hating the Americans, had excluded them from its territory, but until their ever increasing number became alarming, California was very gracious. Independence from Mexico was being considered here, but not annexation to France, England or the United States—yet one must inevitably be the result. The trouble between Pico and Castro, the south and the north, preluded the sectional controversy which was later to delay American California's admission to the Union. On March 3, 1845, Lieutenant Colonel John Charles Fremont, U. S. A., a Frenchman returning in January, 1845, to Monterey, where to their surprise "Perfect Castro, once so courteous, demanded the reason for this 'invasion of his department by American troops.' Fremont replied that they were surveyors, not soldiers, and intended to proceed to Oregon. However,

with characteristic aversion to obeying commands, he turned southwest instead of north, thereby infuriating Castro so that he ordered the Americans to depart. Whereupon Fremont fortified Calistoga Peak, raised the American flag and watched the Mexican troops gather, until, his water supply becoming exhausted, he withdrew to New Helvetia, which he left on March 24 for Oregon. Lieutenant Gillespie followed him with messages, three of his men were killed by Indians, and he returned to Sutter's Fort about the time that a convoy of Mexican horses was seized by filibusters near San Francisco.

Then came the Bear Flag, raised in Sonoma June 14, 1846, by legislative enactment adopted as the State Flag of California, February 3, 1911. It was hoisted because its supporters were not authorized to use the American flag, it is retained because their descendants admire their daring.

Robert Semple, one of the leaders of the Bear Flag movement, later in that year became editor of "The Californian," the first newspaper published in California, files of which still exist in the Bancroft Library, University of California, and from which under date of February 13, 1847, the following is copied: "The Bear Flag.—Our readers will remember that we promised to make our paper a history of the country, a promise which we shall try to redeem. . . .

HISTORY OF BEAR FLAG.

"Our object in penning this article is to set on record the story of all the particulars of the hoisting of the Bear Flag, under the impression that, as that was the first move in revolutionizing this country, it will some time be interesting to know where, when, by whom and what kind of a flag it was. "On the 14th of June, 1846, a party of Americans without a leader gathered and took possession of the fortified town of Sonoma on the north side of the bay of San Francisco, and made prisoners of three Mexican officers—a general, a lieutenant colonel, and captain. On the same day there was a partial organization under the name of the 'Republic of California,' and it was agreed to hoist a flag made of a piece of white cotton cloth with one red stripe on the bottom, and on the white a grizzly bear, with a single star in front of him. It was painted, or rather stained, with lampblack and poke berries. Along the top were the words 'Republic of California.' Together with the guidon which the Brigadier General Joseph W. Brewer, sent to the Society at California, San Francisco,

February 20, 1874, is referred to in the letter of transmittal as having formerly belonged to "the Sonoma troop of the California Battalion, 1846." He says in that letter: "This guidon I found among the effects of that troop when I hauled down the Bear Flag and substituted the flag of the United States at Sonoma, on the 7th of July, 1846."

The flag and guidon were preserved in the rooms of the California Historical Society, Pioneer Building, San Francisco, until April, 1906, when they vanished in the general disaster. Long before the earthquake day, the Native Sons and Daughters had spread its duplicated over the state, surrounding them with a halo that time will steady into a truer light and still keep burning.

On July 10, 1848, Commander Montgomery, U. S. N., raised the American flag in Portsmouth Square, San Francisco, planting our outpost on the shores of the Pacific, just as in 1770 Serra had planted the Cross of Spain.

FINDING OF GOLD.

No more did California hear the growl of Russia, the roar of Spain, or see the Fleur de Lis of France or Cross of Spain wave in banners over her—yet the Spanish Cross remained. Hure by the western sea, Spain and America are one. Only sometimes memory strays backward a little, and when in the convention of 1849, while the Seal of State was being planned, Vallejo jokingly said: "Either take the bear out or let him be held fast by a lasso in the hands of a vagonero."

In January, 1848, at Sutter's mill-race, James Wilson Marshall found gold, the first official find of which was transmitted to Washington by Thomas O. Larkin, in the following letter to Secretary of State Buchanan:

"San Francisco (Upper California), June 1, 1848."

"Sir—I have to report to the State Department one of the most astonishing occurrences and state of affairs now existing in this country, that, perhaps, has ever been brought to the notice of the government. On the American fork of the Sacramento and Feather rivers, another branch of the same, and the adjoining lands, there has been, within the present year, discovered a placer, a vast tract of land, containing gold in small particles. This gold thus far has been taken on the bank of the river, from the surface of eighteen inches in depth, and is supposed deeper, and to extend over the country."

GOLD REACHES S. F.

"On account of the inconvenience of washing, the people have, up to this time, only gathered the metal on the banks which is done simply with a shovel, filling a shallow dish, bowl, basket, or tin pan, with a quantity of black sand, similar to the class used on paper, and washing it in the sand by means of a grizzly. It is now two or three weeks since the men employed in these washings have appeared in this town with gold to exchange for merchandise and provisions."

"I presume nearly 20,000 dollars of this gold has as yet been so exchanged. Some 200 or 300 men have remained up the river, or are gone to their homes for the purpose of returning to the placer, and washing with shovels, picks, and baskets; many of them, for the first few weeks, depending on borrowing from others. I have seen the written statement of one man for sixteen days, which averaged 25 dollars per day; others have, with a shovel and pan, or wooden bowl, washed out 10 dollars to even 50 dollars in a day. There are now some men yet washing who have 500 dollars to 1,000 dollars. As they have to stand two feet deep in the river, they work but a few hours in the day, and not every day in the week."

"I am confident that this town (San Francisco) has one-half of its tenements empty, locked up with the furniture. The owners—lawyers, mechanics, and laborers—all gone to Sacramento with their families. Small parties, of five to fifteen men, have sent to this town, and offered to work for 10 dollars per day for a few weeks. Mechanics and teamsters earning the year past 5 to 8 dollars per day, have struck and gone. Several United States volunteers have deserted. The United States barque Anita, belonging to the army, now at anchor here, has but six men."

CITIZENS LEAVE SHIPS.

"The Sandwich Island vessel in port, just all her men, engaged an after crew at 50 dollars for the run of fifteen days to the islands. . . . The Californian, printed here, stopped this week. The Star newspaper, which the new States of Governor Mason for this country, are printing, has but one man left. A merchant, lately from China, has lost his China servants. Should the excitement continue through the year, and the whole-ships visit San Francisco, I think they will lose most all their crews."

"Up to this time but few Californians have gone to the mines, being after the first excitement, and cause disturbance to all around. I have seen some of the black sand, as taken from the bottom of the river (if shovelled there from the excitement, being 25 to 50 cents per pound), containing many pieces of gold; they are from the size of the head of a pin to the weight of the eighth of an ounce. I have seen some weighing one-quarter of an ounce (4 dollars). Although my statements are almost incredible, I believe I am within the statements believed by every one here. Ten days back the excitement had not reached Monterey. I shall within a few days visit this gold mine, and will make another report to you. Inclosed you will have a specimen."

"I have the honor to be, very respectfully,

"THOMAS O. LARKIN."

"Hon James Buchanan, Secretary of State, Washington."

"P. S.—This 'placer,' or gold region, is situated on public land."

SENDS ANOTHER LETTER.

In his second official letter, dated Monterey, June 23, 1848, Mr. Larkin says: "How long this gathering of gold by the handful will continue here, or the future effect it will have on California, I cannot say. Three-fourths of the houses in the town on the bay of San Francisco are deserted. Houses are sold at the price of ground lots. The facts are this week showing themselves in Monterey. Almost every house I had hired out is given up. Every blacksmith, carpenter, and lawyer is leaving; brick-yards, saw-mills and ranches are left perfectly alone. A large number of the volunteers at San Francisco and Sonoma have deserted; some have been retaken and brought back. . . . Both of our newspapers are discontinued from want of workmen and the loss of their agencies; the Alcaldes have left San Francisco, and I believe Sonoma likewise; the former place has not a Justice of the Peace left, the second Alcaldes of Monterey today joins the keepers of our principal hotel who have closed their office and house, and will leave tomorrow for the golden rivers. . . .

This was the first official announcement of the discovery, but news sifted out through many channels and gold seekers from the world were left pouring in through the three avenues of approach—in vessels across the horn, in ships down the Atlantic, and on the "prairie-schooner" drawn by oxen across the continent. As a popular Native Son, Lewis B. Byington, in recent address in Portsmouth Square truly

told the story: "No such era as the days of '49 and '50 was ever before known, nor shall it be known again. "The brave, the venturesome, the chivalrous, the kind, the charitable from every land came in through the Golden Gate and down from the canyons of our mountains, to work our mines, to till our soil, to build our cities, and make the name of San Francisco, and of California, the symbols of wealth and hospitality and romance."

MERELY PART OF PAST.

"There is no other land so lovely or so generous or so progressive as California. The brave, the venturesome, the chivalrous, the kind, the charitable from every land came in through the Golden Gate and down from the canyons of our mountains, to work our mines, to till our soil, to build our cities, and make the name of San Francisco, and of California, the symbols of wealth and hospitality and romance."

"The treaty of Guadalupe Hidalgo had vested in Congress the right to provide laws and organize a new Territorial Government for its western possession, but twice Congress had failed to fulfill its obligation. Constitutionally, the annexation remained practically under Mexican laws although apart from Mexico."

"The situation of California in this respect," wrote B. Riley, Brevet Brigadier General, U. S. A., and Governor of California, June 2, 1849, "is very different from that of Oregon. The latter was without laws, which, though somewhat defective, and requiring many changes, must continue in force till repealed by competent legislative power."

"The situation of California is almost identical with that of Louisiana, which, after the war of 1812, the Supreme Court in recognizing the validity of the laws which existed in that country previous to its annexation to the United States, were not inconsistent with the laws of the United States, or repealed by legitimate enactments, furnish us a clear and safe guide in our present situation. . . . As Congress has failed to organize a new Territorial Government, it becomes our imperative duty to take some active measures to provide for the existing wants of the country."

NEW LAWS URGED.

"This it is thought may be best accomplished by putting in full vigor the administration of the laws as they now exist, and completing the organization of the civil government by the election and appointment of all officers created by the Territorial Government. It becomes our imperative duty to take some active measures to provide for the existing wants of the country."

In pursuance of Governor Riley's proclamation of the 3rd of June last, the Convention for forming a State Constitution for California met on "Cotton" in the town of Monterey, at 12 M. on Saturday, the 1st of September, 1849. And the following delegates took their seats: District of San Jose, H. Kimball, J. D. Hoppe, Joseph Aram, Antonio M. Pico, Monterey, Dr. William Hallack, San Jose, O. Larkin, Sonoma, Robert Semple, San Joaquin, J. McHenry, Helingsworth, San Luis Obispo, Harry A. Tefft, San Diego, Henry Hill.

ALL IN LEGAL FORM.

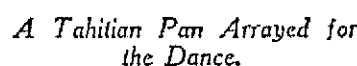
All was done in due legal form for these California pioneers were men of learning and tenacity, who, because they loved their nation, had brought California into it. Had in the journey westward faced hardships that made them fearless, and they were as ready to meet the most in an open fight for state's rights as

(Continued on Page Seven.)

(Continued From Last Sunday.)

"Steve," I said, "that squawking of a skipper of yours went tell me anything about the El Dorado's sinking and your great trip in the boat?" He said he's going to write it in the papers, and make speeches about it in a museum. He wants to make money out of it.

"Where do you get your oil?" asked the Hollander, sorely. "We've done



"From the day we started we were in the pumps for two weeks to haul the old tub out. Then she swelled and the seams became tight. There was bad weather from the time we crossed the Astoria bar. The old man would carry on because he was in a hurry to make a good run. The mate used to beat us, and it is a wonder we didn't kill him. We used to lie awake in our watch box and think of what we'd do to him when we got him ashore. All the men were sore on him. He cursed us all the time, and

climbed out the sparker-boom and slid down another rope. The seas were terrific, and it was a mercy that we did not fall in. We had to take a chance and jump when the boat came under us. Last came the old man, and took the tiller. He had the oars manned, and gave the order to yet go. That was a terrible moment for all of us, to cast loose from the schooner, bad as she was. There we were all alone in the middle of the ocean, braved from the struggle on deck, and almost literally gasping for breath, and almost hungry as wolves. In twenty-four hours we had only a cup of coffee and a biscuit.

...it on the El Dorado, and Godwin
knew how much longer since we
had a whole meal, and now we
had a whole meal, and now we
had it. He took a half-buck
fresh water, and into this he put
a cup of soup. This he served, and
gave each man two soda crackers
and a pound of corned beef. We
dipped the crackers into the
beef. (I tell you it was better
than the ham and eggs we had at
home when we landed.) We had this
of a meal twice a day, and no more.

"The next day the wind was again
very strong, with thunder and lightning,
and we ran dead before the

The rocks rooked while, and we roared toward the water, and were rolled and much fear. A big sea threw us right upon a smooth boulder, and we leaped from the boat and tried to run ashore. We were weak and fell down many times. Finally we got hold and we carried everything out of the boat, and after hours hauled up out of reach of the breakers.

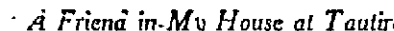
"There was a cliff that went right up straight from the water, and was very high. It, we were, and was from hunger and the cramped position we had had to keep in the boat. We laid down a while, and then it was decided that the first and second mates should have a good feed and

"You were safe on Easter Island and your wife and children were with you, and stilling yourself with fresh mutton," I prompted. "And now what?"

"Stam, lam, sheep, on muddon for a hundred and fifty days. Dere ve noding odder. Dot's a kweer place dot Easter Island, mit shone got lyn' round and det fulcanos got noding good to eat. Ve lifted in a house of de English manager gif a kweer. Dot's de kweer country own de island, and grows sheep. Abou a couple of hundred kanakas chas de sheep. Ve vas dreads vell mit de vimmen makin' luff and th

swordfish, as though resenting the intrusion of their tiny craft in waters where boats were seldom seen, attacked them furiously. Five times a wicked shark latched himself to their boat, head on, and drove the frantic with his menace of sinking them. They were so filled with the dread that they fastened a massive spike in the spar, and despite protestings of provoking the shark to move on, they made onslaughts, maneuvered so that they were able to kill him with a blow.

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(Continued Next Sunday)



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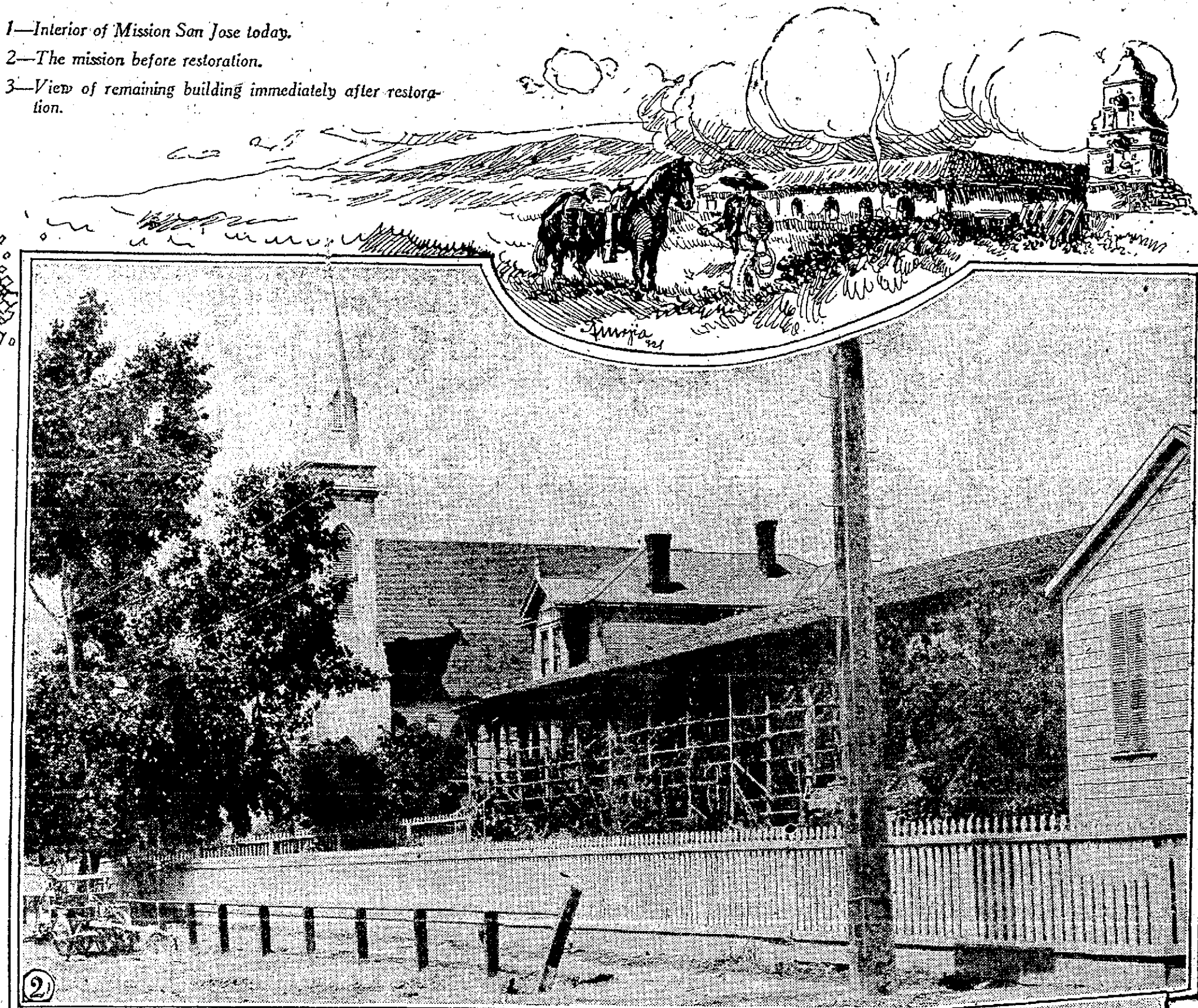
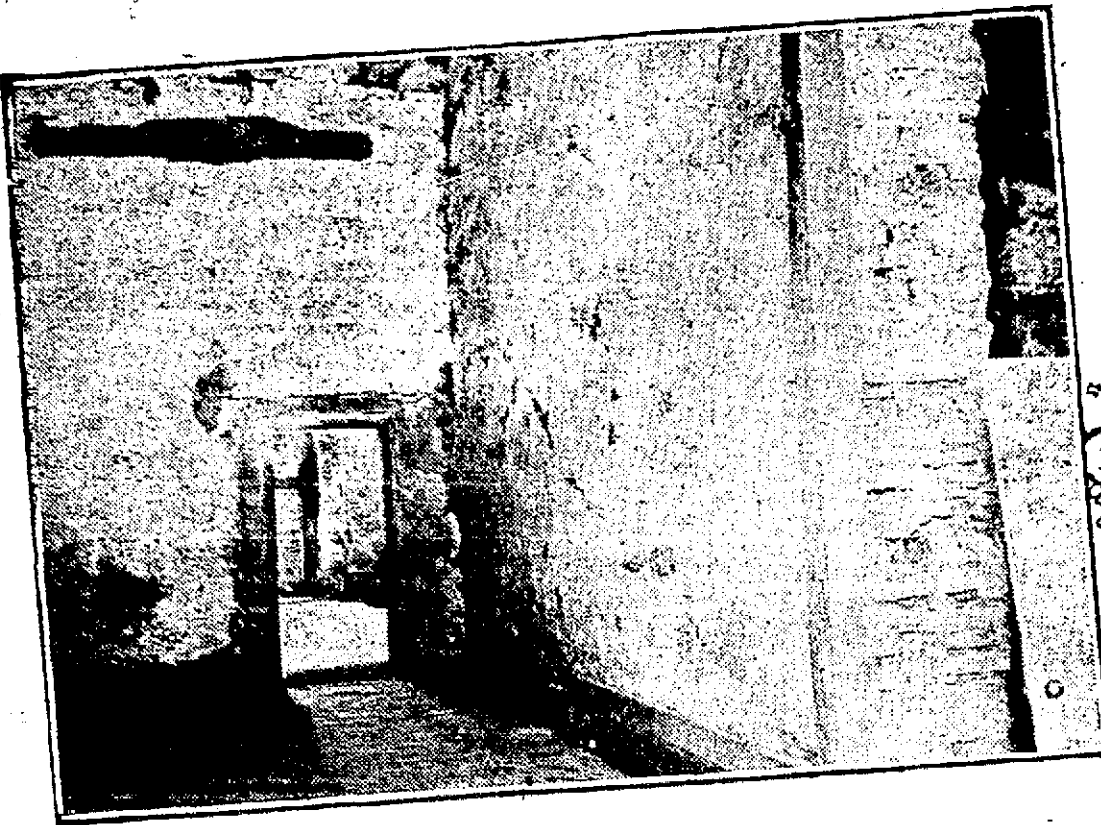
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(Continued Next Sunday)

The BRIDE of MISSION SAN JOSE

- 1—Interior of Mission San Jose today.
- 2—The mission before restoration.
- 3—View of remaining building immediately after restoration.



Colonel Barcelo Routs Fleet Of English at Monterey

Synopsis of Dr. Cull's Novel Down to Date

(Continued From Last Sunday)

Senora Valentino turned away to hide her smile. "The English consul and Senor Farquharson told you that Captain Morando is to receive the honor of which you speak?" addressing Barcelo.

"Well, it was this way. You see, I forced their hand. Just planned them out so, yes, or no, was all they could say," with a knowing nod.

A servant entered. "A message from the porter," she announced.

"Speak," commanded her master.

"An orderly is at the door and requests to see Colonel Barcelo."

"Show him up here."

The orderly entered, saluted his commander and bowed to the women.

"I have the honor to say the look-out at the castle reports ships entering the outer harbor."

"Guns are they?" Well, I shall let them see I am a soldier and a caballero; and, perhaps, moving his head from side to side, "that I am in command of the castle here."

"Clayton, where is my new uniform? I shall appear in that, as befits the occasion."

"The colonel's wife, all a-flutter, took his arm, and walked with him down the veranda stairs. Senora Valentino following.

The atmosphere of Monterey was tense with feeling that morning. By some telegraphic news of the expected event had spread out from the capital. Hamlet, hacienda and Indian rancho were alike agog.

"Benito, the horses, called Barcelo, coming to the porte-cochere.

The acting governor made an imposing figure in his full colonel's regimentals. He mounted his horse with heavy dignity. "Wife, and sister Silvia, you ride with me."

They rode along the street to the public square. Already it bore resemblance to a festa day. Sidewalks were lined with men talking and lighting-like rapidly between puffs of their cigars. Peon and rancho joined in the talk. Windows, verandas, roofs, even the splendid blue and white tiled roofs and headgear of the senora, senorita and peona. The whole world of Monterey became akin under stress of the greatest day it had ever known.

The colonel endeavored to push rapidly through the square on his way to the castle. He was one of very many bent on the same errand. The crowd was so dense that he was almost choked.

Two carriages going in opposite directions had locked wheels. The postillions were hurling curses and threats at each other. The accoutrements of the vehicles were screaming, while numerous fellow travelers were lavishly advising the best manner of breaking up the obstruction.

The castle was built on a bluff overlooking Monterey harbor. Its black-mouthed guns had long gaped over the quiet of the land-locked bay, and its buttressed walls meant safety to padre, Indian neophyte and Spanish hacendado.

The fort had been called "Castro" by its builders when the flag of Spain waved from its battlements. Its appointments were medieval. The moss-grown walls betokened decay; while the crumbling cement in the rock-ribbed abutments told of a civilization, the backfiring could not surmount, the backfiring of a civilization, while as his own, wrought by the hand of his

English cousin, and this day begun in the capital, Monterey. Another empire was about to come under Great Britain's sway.

"Senor!" Commandante Barcelo's voice, low and tense, broke the stillness.

Farquharson started from his reverie.

With bellying sails the fleet came sounding on; the dark hulls scarcely touching the water. Fairbanks' flag-ship was in the lead, her command-ant's pennant flanking from the fore- mast. Behind her, a long line of steam- ing vessels, like a flock of geese, came on. Back from the leader, in triangular spread, as wild fowl move, followed the others, three on a side.

"Senor," attention! Again from Barcelo. "Let us have understand- ing right here and now. You people have come here today to see a pro- vince pass from hand to hand, but, pointing to the cannon, "straight words from the throats of these jolly boys here shall speak a salute the as- piring English little expect. You, men of the consulate, go, tell your nations, California seems any yoke."

"Nonsense!" cried Farquharson. "Our ships will batter this ram- shackle to pieces in ten minutes."

Barcelo exploded. "A tremendous 'Huh!' then added, "No need keep you here. The casemates are at your disposal."

"Perdition on your folly!" from the angry Englishman. "Why, man, I've faced death a score more times than you have fingers and toes, you insufferable ass!"

"Another world, and I'll clap you in prison," cried Barcelo's threat. Turning to the women he said, "It is time for the senoras to seek safety below."

"I shall remain here," from Senora Valentino. "I shall stay also," announced the colonel's wife.

"Senoras, I insist that you go be- low—and at once! Orderly, take these ladies down immediately. As for you, turning to the men, "You can suit yourselves. Stay, if you will—your noses itch for powder smoke."

Farquharson glowered at the colonel, but did not speak. The sur- prised civilians hurriedly grouped themselves against a parapet.

The flag-ship stood in to the shel- tered lee of the harbor. As a thing beneath the fort, at each instant bound she raised her foremast clear, then plunged nose-deep into the churning spray. Her bulging canvas gleamed against the distant background.

The admiral and his officers were on the quarterdeck. Marines and men of war's men swarmed aft.

"Make ready!" called Barcelo.

Each cannoner stood by the prim- ing of his piece, lighted fuse splut- tering in his hand.

"Fire!" shouted the colonel, in voice so carrying that it reached the city square.

Old cannon mouths belched response.

Sheets of flame and smoke darted into the empty air. Over town and rolling land awoke a thousand echoes.

The fort shivered to its venerable foundation.

Across the harbor ricocheted the heavy shots, dotting a path straight to Fairbanks' ship. A school of flying fish, these shots, have been, molesting their fins now and then, to show that water was their element. They dropped below the surface, as seeking rest, short of their destination a hundred yards.

and tried to induce Morando to aid the English cause.

At the supper and dance at the Mendosa home the cavalcade debate whether to throw California to America or England. Mon- teza tries to prevent a decision for Eng- land.

Senora Valentino, in love with Captain Morando, tells him a lie—that Carmelita is pledged to another man.

The American agent, O'Donnell, plans with Senor Mendosa to prevent Senora Val- entino from leaving California over to the Eng- lish fleet. Farquharson and Senora Val- entino arrange to have Admiral Fairbanks seize Monterey for England.

Senora Valentino tries in vain to cap- ture the heart of Captain Morando.

Brown, the intrepid American who has been tricked into coming to California to "shoot big game," gets some light on the subject of the politics of his employer, Captain Farquharson.

Senora Valentino continues to exert her charm in the effort to capture the heart of Captain Morando, in love with Car- melita.

Mysterious naval men become stranded and reach Senor Mendosa's hacienda.

Commodore Billings, in charge of the Pacific Squadron of the American Navy, reveals himself. Senora Valentino tries to dissuade him from seeking California for the United States. The Senora meets Cap- tain Farquharson and tells him that Fair- banks must seize Monterey for the English at once that Commodore Billings is ready to do so at any moment.

The race of the fleets to seize Monterey is at hand. Colonel Barcelo risks in- tention that makes him storm against Mendosa.

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"Elevate the muzzles of the guns!" yelled Barcelo. "Quick! the levers. Swing them in place! Bear down! Bear down! I tell you! Bring props. Now, get to work! Load again!"

Swabbers labored with might and main. Powder carriers came stum- bling through the clinging smoke, Sifway arms strained under the iron shot.

Seizing a ramrod, with his own hands the sooty and perspiring Colonel worked shoulder to shoulder with his men.

Signals flags arose, fluttered, fell, on the admiral's vessel. Sailors swarmed through the rigging, like flies. Sails shortened, as by magic. Under lessened speed she swung un- til her length paralleled the water- front.

"Up with the white flag, Colonel Barcelo! Hurry! Hurry! Hurry! For God's sake, give the order!" cried Farquharson. "She's ready for a broadside."

As he spoke he ran to the flagstaff. The consul, storming and demand- ing, followed him, and made as if to follow the colors.

Barcelo halted them with drawn pistol. "Stand away! you squalling rats. I'll shoot the man who touches a halcyon."

The Englishman stepped back; likewise the others.

"O, our wives and children!" some one hoarsely cried.

"Commandante, for the love of God, bethink yourself!" remon- strated Farquharson.

"Slight those darts!" persisted Bar- celo in a voice of thunder. "Now's your time! The ship's showing bot- tom like a dying fish. Lift the line, men, between air and water. Fire!"

Hill and valley again boomed in angry refrain. Over the bay skinned the shot, true poised for distance, but scattering a course a quarter mile from the flag-ship's side.

Back and forth of the great vessel frowned on the upstart who dared dispute the coming of the shot.

Away from the castle grounds in confusion tumbled the crowds that had so gaily come to enjoy a holi- day.

Damie-stricken, Monterey held its breath, each instant seeing the next instant terrible in red destruction, to satisfy the Briton's vengeance.

Still the flag-ship swung, the circle widening, her cannon sullenly silent.

Helm hard down, she put about. Monterey lay astern. Her sails whirled. Proud in the knowledge of her unaided strength she spurred castle and capital and made majes- tically for the open sea.

One by one the warships wheeled and followed the leader, in triang- ular lines, as before.

The sea breeze lifted from the castle the thick, black smoke-cloud. The gunners, begrimed and eager, held by their pieces.

Farquharson, white with sup- pressed rage, paced the battlement. The consul were gathered in knots of twos and threes.

Barcelo, grim and aloof, stood with folded arms and watched the departing fleet until the last speck vanished from sight.

On the way home, an hour later, Senora Valentino volunteered to the colonel: "Well, the British ships have come—and gone."

"Yes—and I am still comman- dant," bluster, reassuring itself.

Then, to his wife: "That peon valet laid out my new uniform all right, but he gave me my old sword belt. There's simply no depending on the fellow."

Chapter XXV

BROWN TAKES A HAND AT DIPLOMACY.

"The consummate sentimental bookworm! He hasn't gumption enough to manage a hedge school."

Farquharson threw himself into a chair and crossed his legs, knocking over another chair in the process. It was in the house of the English con- sul.

"I haven't caught a breath after the ponderousness of this morning's returned consul. I'm glad to be back here alive."

"See here, Twickenham, you're a civilian, and have no stomach for fighting, and now to blame either."

It was his business to shoot and be shot at. Sentiment is out of place in a commander of a fleet. A plague on him! Barcelo opens a few birdshot out of a brace or two of pill boxes. The British nation bows. Well, you saw the force this morning. Ey Jove! I'll have Fairbanks before the high court, to answer for his work—or lack of it."

Farquharson was now nervously stepping up and down the room.

"I've had my signal-fires on the hills since noon, asking the Admiral to meet me. I want it to be on land, or anywhere off his ships. On neu- tral ground I'm free to call his con- land has suffered humiliation today, and all because of him! The doll!"

"I thought the ship would begin bombardment at once. I don't mind confessing that 'twas a dread time as far as I was concerned."

"Look and port-hole of the great vessel frowned on the upstart who dared dispute the coming of the shot."

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fighting, as you intimate. But, can't you and the senora bring Barcelo to some reasonable attitude in this af- fair? Have him and Admiral Fair- banks arrange an entente cordiale, so that Monterey will pass into our hands without a repetition of this morning's fusillade."

The consul's wife ushered in Senora Valentino.

"Friends, I have received news from Half Moon Bay. The senora land has suffered humiliation today, and all because of him! The doll!"

"I thought the ship would begin bombardment at once. I don't mind confessing that 'twas a dread time as far as I was concerned."

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think of that when he voted at the ballot? Not bid us to gather our bucket of eggs, only to throw a boulder into the midst."

"The colonel's mind was on crib- bage that night rather than on the province."

"And the coming of the ships took his mind from cards to fighting," elevating his eyebrows.

"Disappointed ambition! That's it. 'Disappointed ambition? Senora, we gave him no assurance of other- wise under our regime."

"No, but he cherished the desire, and importuned you this morning to confirm it."

"Well, he received his answer."

"The captain's back stiffened."

"Yes, Captain Farquharson, and he gave us his. The soldier of other days awoke."

"I should say he did! I wish his popguns had shaken into Fairbanks some of that same spirit."

"The senora rose to go. 'A mes- sage will bring me, Captain, when you get in touch with the Admiral.'"

"I am expecting each moment to hear from him. At least he can use his guns to fire signals."

Both Farquharson and Twicken- ham attended the lady to the street.

The holiday appearance was gone from the capital. Many of the resi- dents had taken themselves and their families out of the possible danger zone. The others remained well within the shadow of their own rooftrees.

Farquharson's horse took him to the high ground back of the city. Reaching perpendicularly from a half dozen hills were thin pillars of signal smoke. Touching the upper drafts they bent horizonward, and drifted slowly into nothingness.

"My smoke does its work all right, but Fairbanks' guns appear to be dumb. Drat the fellow!"

His glasses pointed out to sea. For a moment, by chance, it rested on the town below.

"Well, anyway, Monterey will learn that every day isn't a festa day." He half chuckled.

Again he directed his attention to the smoke now ascending in fresh volume as peons replenished the

fires. Again he swept the ocean with his spyglass.

A small boat was landing on the beach below the castle. The crew, waist-deep in water, was sliding it in, on the crest of a breaker. One man separated from the others and walked toward the town. The spy- glass covered him, though Farqu- harson's thoughts were elsewhere.

"Why? Why?" in a moment, "it's old Brown. What's he been doing on a native fishing-boat?"

He shut his glass together; looked once more at the smoke column, then canted down the hill. He came on his former employee near the plaza.

"How do, Brown?"

"Fine, Cap. How are you?"

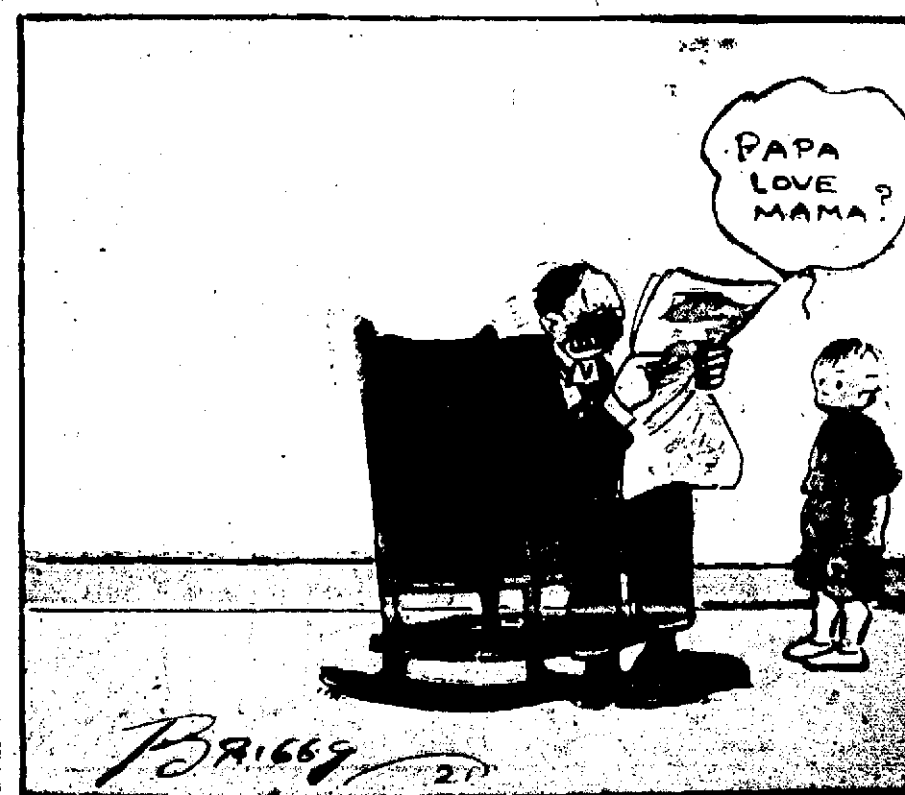
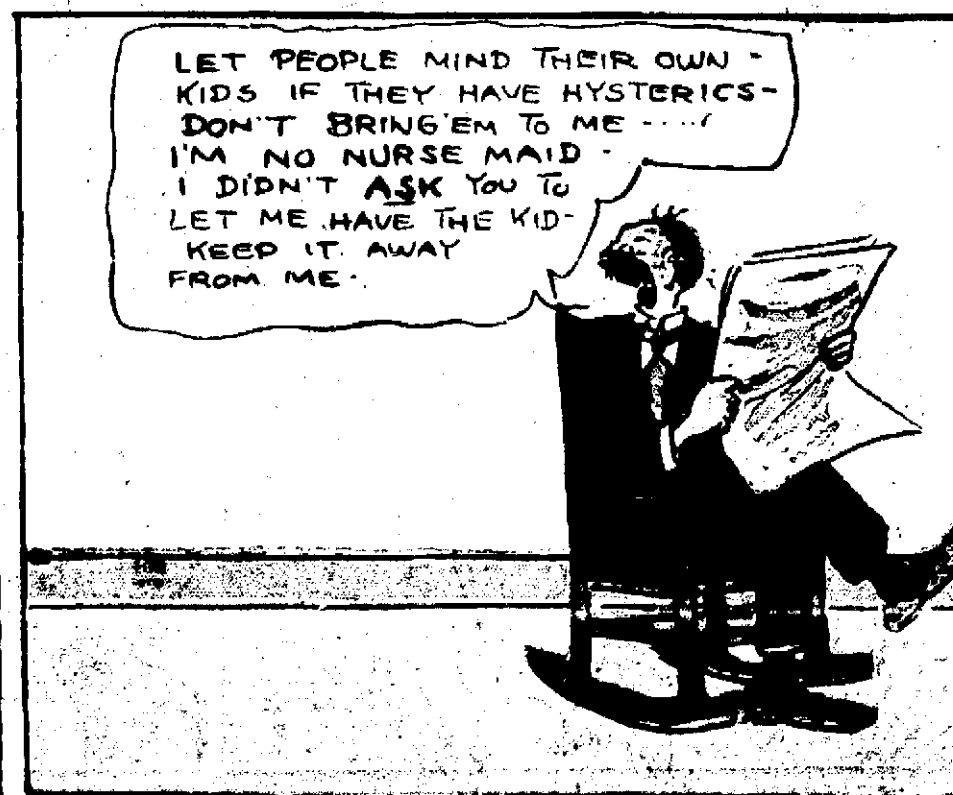
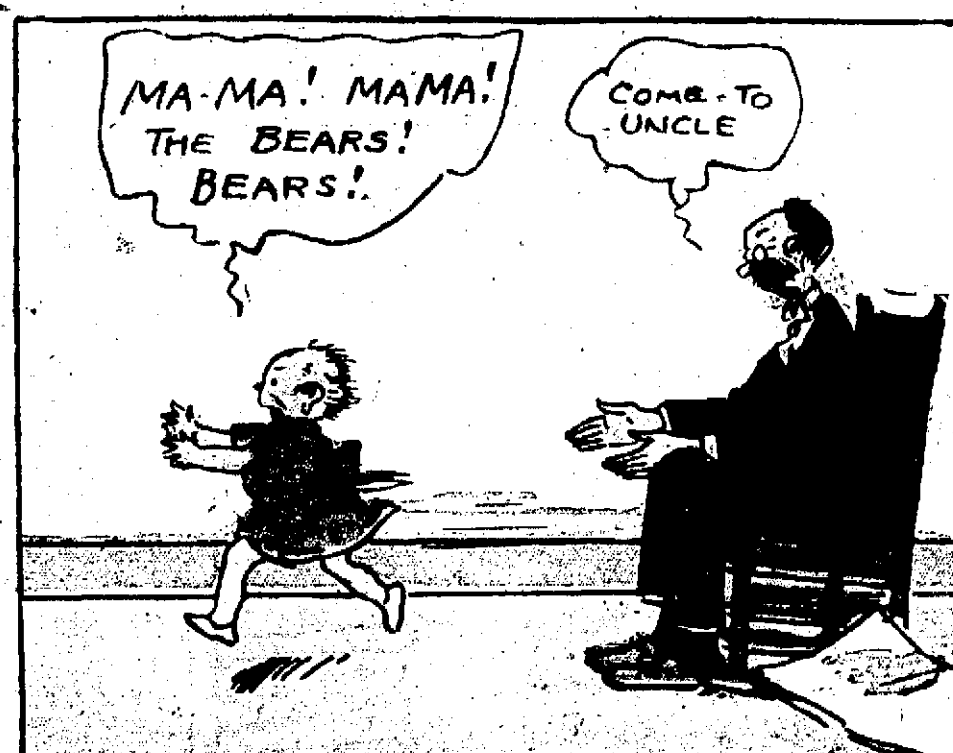
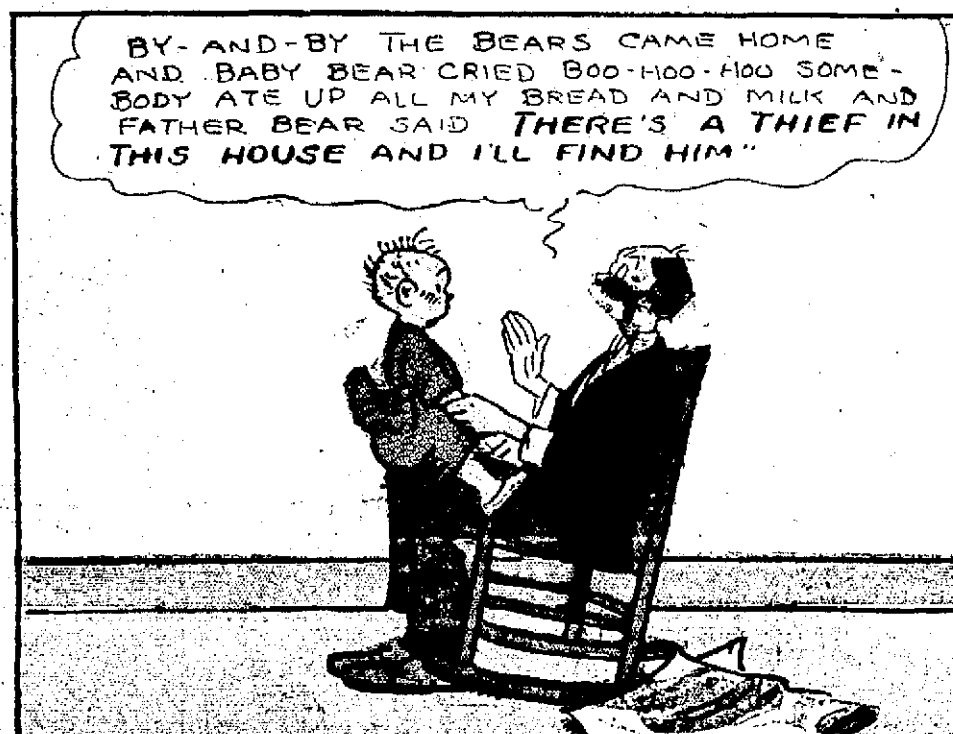
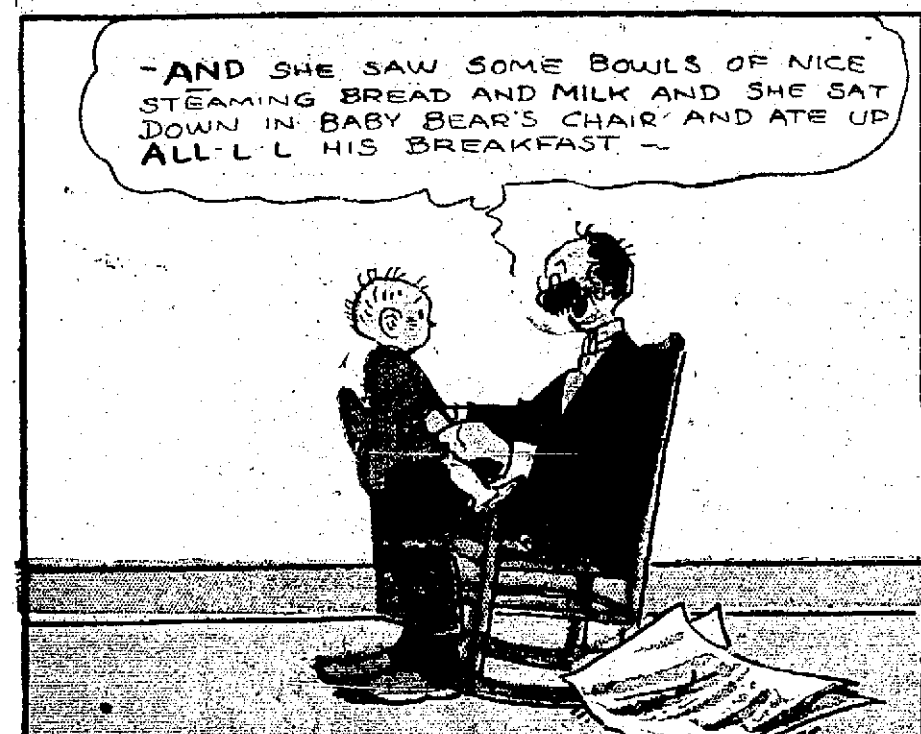
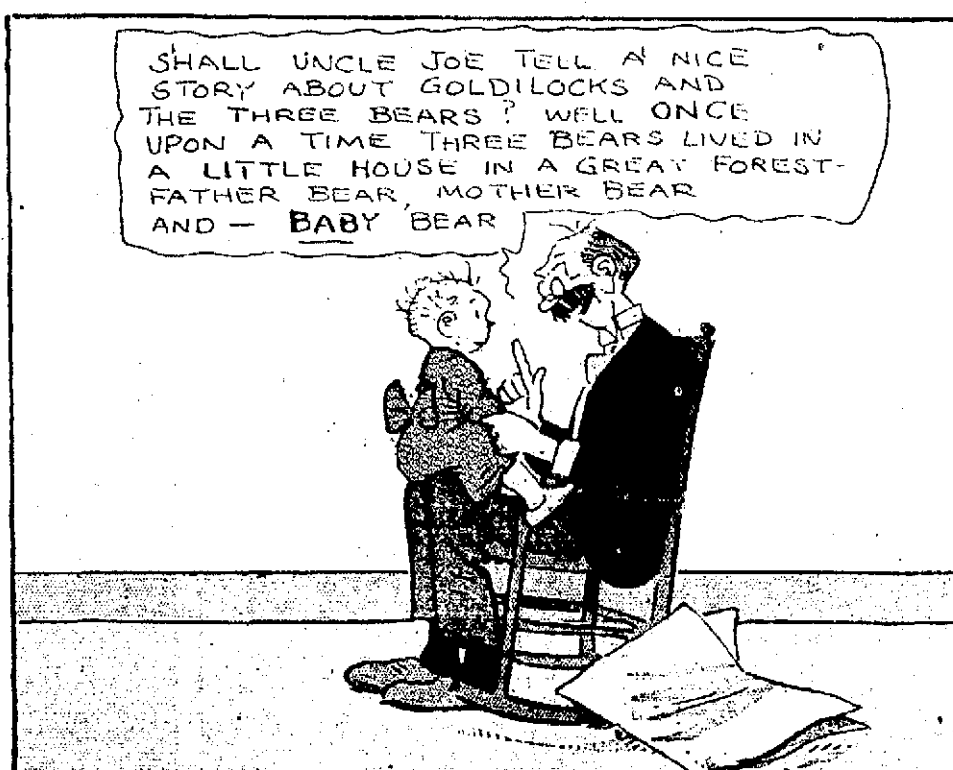
"Glad to see you, Brown."

"Same here, Cap.



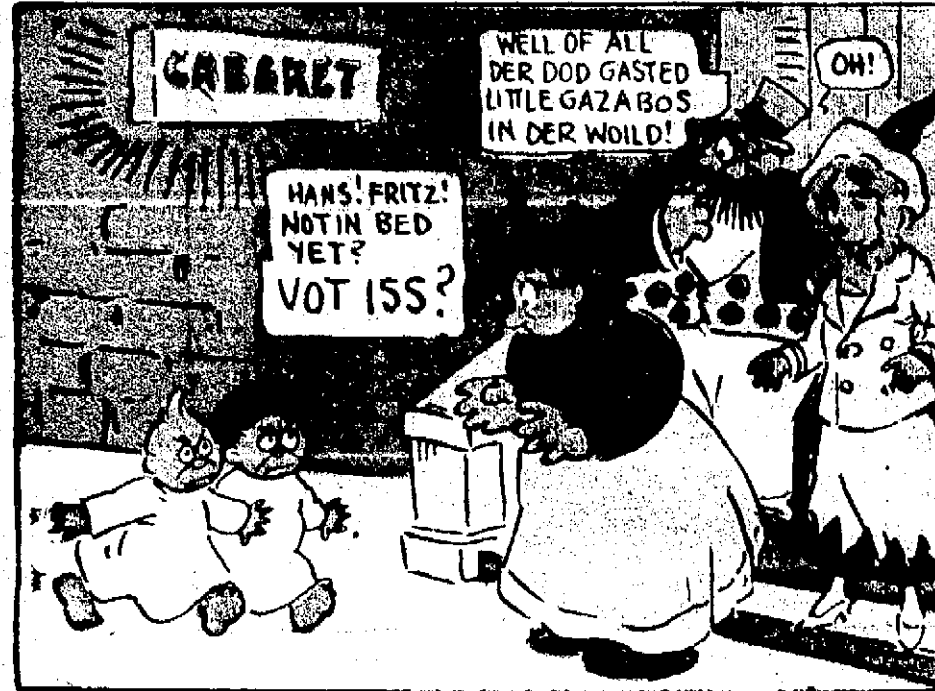
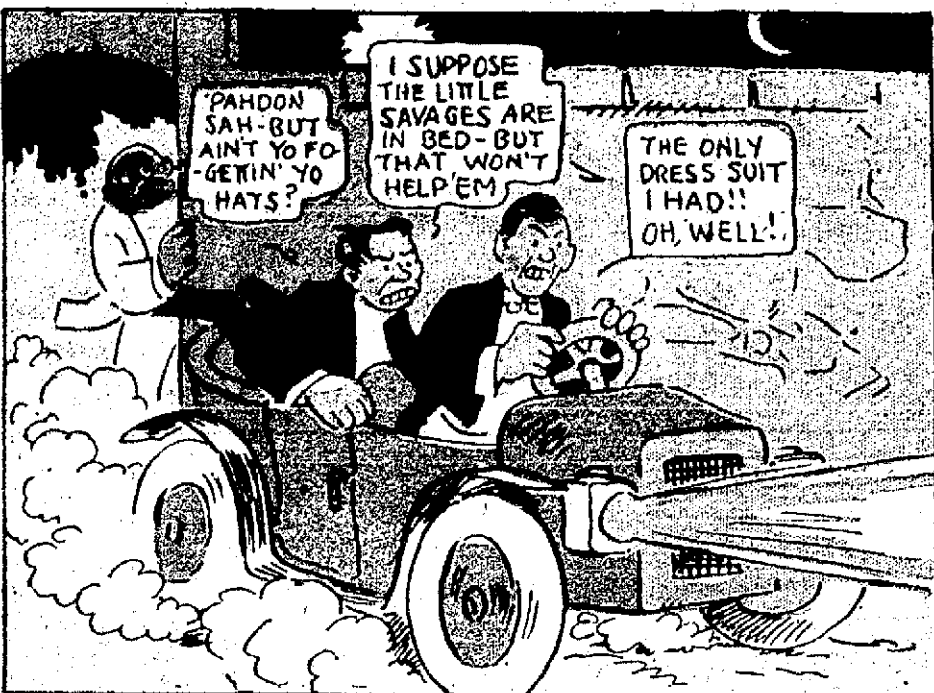
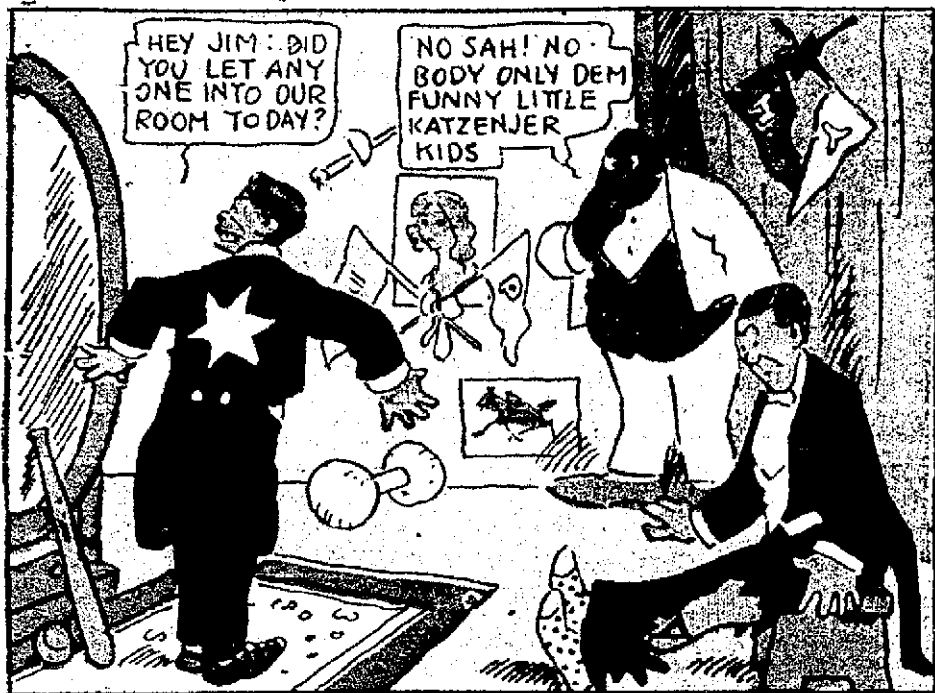
Mr. and Mrs. —

By Briggs



THE KATZIES

Four Can Play, but
Not at the Same Game.



OAKLAND TRIBUNE'S KIDNAPERS



WISH-I-WAS-A-BOY

Oakland.
Dear Aunt Elsie:—Will you put me in the boys' section, even though I am a girl? I'd rather be a boy. I hate to sew, cook or anything like that. I'd rather play baseball, or be in a fight. I wonder who the pirates accept this story.

How about it, pals? What do you think of the story?

FINDING OF THE MAMMOTH

CHAPTER I.

Bill Rodgers and his girl were seated in the front room of Irene Eves' house. Bill was looking intently into her eyes and was gazing at the picture of the great man who had given his life to find the Mammoth Pearl and was just succeeding in unraveling the mystery when he was suddenly murdered. This great man was the famous detective, Eves—and the girl's father.

Irene said, "Tomorrow night, Bill, you won't be with me."
"No, dear," replied Bill, "but I will be thinking of you."
So after said "adieu" Bill left Irene. That night Bill left for New York where he would leave immediately for China Town.

CHAPTER II.

When he arrived at China Town where the Mammoth Pearl was some place in the grasp of Wong Tong, he remembered his promise to find the pearl, and also the murder of his sweetheart's father. The first night he went to a Chinese Chop Suey restaurant and ordered soup. When it came he slowly devoured it, and left. On the corner he saw Eves Chinaman fighting. But just as soon as they saw Bill they all left, and slunk away. All but one, who dropped on his knees before Bill.

"Why," said Bill, "did all those men run?"
"I don't know, Master, unless they're afraid of you."

Just then Bill looked at the ground and saw what they were fighting over. In his hurry to escape notice they all ran and left in the street a long brand piece of black hair. It was a Chinaman's wig or queue.

Bill picked it up and when he turned, the Chinaman with whom he had been speaking had vanished.

That night Bill put up at a Chinese safe, and as he slept he once dreamt he saw Wong Tong looking in at the window, and WONG TONG'S EYES WERE GLAZED. But Bill just thought it was a dream. Though, really in the night a queueless Wong Tong came in and took the bigged wig which Bill had so carelessly left on his dressing table.

Next morning Bill looked for the queue, but alas, it was gone. Then he connected his dream with reality and then realized that Wong Tong had really visited him. Bill donned his clothes and went out into the damp morning air, and immediately went to Wong Tong's opium parlor. He was allowed to enter and he thought he saw the face of Wong Tong, appear, and then disappear. But to that he did not know.

A young Chinese girl came to him and offered him opium and a pipe but he refused saying he wished to speak to Wong Tong. He was ushered into a room where he was abed by black, and then a loud noise came, and he had fallen into a lot of water.

He could just see Wong Tong and hear his whooping voice saying "MIDDLE-EE NOT THE AFFAIRS OF WONG TONG."

Then he swam with long skillful strokes till he was out in the bay, and then he had a boat back again. But this time he visited the first cave. There he saw the same Chinaman whom he had first spoken to and the man slunk away.

That night just as he had shut the door, a young girl threw open the door and ran in. It was Irene Eves—Bill's fiancée. She first looked around and then shouted "Bill!"

"Hide me—this horrible yellow man is coming!"

Toward Bill came a yellow Chinaman, who was WONG TONG. He had a large dagger in his hand and he said "Tell that girl to give me my pearl and I'll not harm her."

"No," said Bill, "for I know you, you are Wong Tong, the murderer of the famous Mammoth Pearl!"

At that Bill rushed at him, and after

Why Not Help Them—?



One of our Brave Boys.

CHARLES BALL, 3600 Aquia Vista, Oakland.

THREE-EYED JIM.

Once there lived a pirate named Three-eyed Jim. He was one of the worst pirates of that time.

One night he and his gang robbed a bank. A reward was to be given to the first person who captured him. Now it happened that a boy named Joe heard about it, so he said he would try to get him.

So he started after him. After waiting a while he came to a cave. He went in and heard a voice say, "Well, boys, we did a keen job last night."

Joe went in the room and cried, "Hands up!" and marched them to jail and got a reward of \$500. Then he lived happily ever after that.

CHARLES BALL.

"X X X"

Dear Aunt Elsie:—I was making the Aunt Elsie page when my eye caught the "X X X" story, so I decided to write an answer to it. Please put in a paragraph telling XYZ to read X X X so that she can learn that pirates are brave.

"X X X"

ATTENTION, "X X X" and all other trespassing witches—and you'll find out that the pirates aren't going to let you get ahead of them.

CAPTAIN JOLLY'S REVENGE.

After Captain Jolly woke up from the fall, he went around and woke all of the other pirates.

Then he said, "Those witches are cowardly things, aren't they? They have attacked us when we were asleep. Let us charge them and take our own grove back. Then we will chase them away."

The men all agreed, so they started off.

After the witches had captured the pirates, den they made a big mistake. They thought the pirates were afraid, but if they had guessed right they would have set twenty guards.

Mr. Sudds berated his caddie all through the game, & brought results.

Serves him right.

The Ball.

A prize winner.

By Mark Gebhart.

Say that you want to join the Club and give your name and address. A letter will come back to you at once with directions which will tell you exactly how to join. These are the things you need as fast as ever you want and at once the pin and all the secrets and Magic Card that will admit you to all the fun will fly back to you. And you had better hurry, for you don't want to miss a single giggle somersault.

SPECIAL NOTE—Lost or broken pins will not be replaced. But your card will always admit you to any of the parties within the time stated upon it. If you lose your card you may have another.

New members of the "Elsie Club" are: Joan Wallace, Edward Soudard, 1234 Broadway, New York, N. Y., and Bill Hugh Avery, Violet M. Love, Josephine McMorrell, Agnes Schwartz, Pearl Davis, Evelyn Carter, Karl Reese, Florence Bean, Marie Silver, Earl Miller, David Monrby, Josephine Carmack, Lucie Taylor, Lena Favatt, Gladys Pray, Fred E. Isler, Helen Osclare, Madison P. Jones, Grace Dulper, Melvin Nielsen, Joe E. Miles, Nan Reeves, Paul H. Sampson, Louis Samuels, Roland Peterson, Gladys Shores, Margarette Sordell, Jacqueline E. McCarty, Elizabeth Martin, Roy McChesney, Melvin Gross, Cornelia Wright.

the piles, and stay there till the train had passed.

Beatrice shook her head. "They are too slippery."

By this time they were quite far out on the trestle, when suddenly Beverly cried, "Listen, Bee—listen!"

They instantly heard the whistle of a locomotive and saw a cloud of smoke bearing swiftly upon them.

"We'll have to jump!"

"I cannot swim. Why not attempt jumping on the cow-catcher?"

"All right, I'll try."

The train was quite near now and they poised for the leap at opposite sides of the trestle.

Beverly jumped and missed, falling into the icy green water. Beatrice landed on the cow-catcher and held on.

The first thought that entered her head was "What?" "Heavily!"

There were only two answers—either he had been sucked under the train, or he had fallen into the water below. Of course she knew that if he had been sucked under the train his fate had been sealed, but if he had fallen into the water there was hope for him.

The new terrors haunted her racked brain. Suppose he was too tired to swim, suppose he fell a victim to a cramp—there must be a bush in the water which might catch on his clothes. These thoughts were driving Beatrice crazy, when the train stopped with a jerk, throwing her to the ground.

She managed to dig herself off the track, but she got no further, for to the surprise of an elderly gentleman, a girl approached him suddenly toppled over in a dead faint.

Meanwhile Beverly had made his way to shore. After resting a while he started out, and soon reached Greenboro, the same station in which Beatrice was recovering from her faint. Friends took them home, and Beatrice was soon all right; however, Beverly was on the verge of pneumonia for three days.

But in the end nothing serious happened and they held the envy and admiration of their schoolmates for many a day.

ELWOOD CRITTENDEN.

CHARLES BALL, 3600 Aquia Vista, Oakland.

THREE-EYED JIM.

Once there lived a pirate named Three-eyed Jim. He was one of the worst pirates of that time.

One night he and his gang robbed a bank. A reward was to be given to the first person who captured him. Now it happened that a boy named Joe heard about it, so he said he would try to get him.

So he started after him. After waiting a while he came to a cave. He went in and heard a voice say, "Well, boys, we did a keen job last night."

Joe went in the room and cried, "Hands up!" and marched them to jail and got a reward of \$500. Then he lived happily ever after that.

CHARLES BALL.

"X X X"

Dear Aunt Elsie:—I was making the Aunt Elsie page when my eye caught the "X X X" story, so I decided to write an answer to it. Please put in a paragraph telling XYZ to read X X X so that she can learn that pirates are brave.

"X X X"

ATTENTION, "X X X" and all other trespassing witches—and you'll find out that the pirates aren't going to let you get ahead of them.

CAPTAIN JOLLY'S REVENGE.

After Captain Jolly woke up from the fall, he went around and woke all of the other pirates.

Then he said, "Those witches are cowardly things, aren't they? They have attacked us when we were asleep. Let us charge them and take our own grove back. Then we will chase them away."

The men all agreed, so they started off.

After the witches had captured the pirates, den they made a big mistake. They thought the pirates were afraid, but if they had guessed right they would have set twenty guards.

Mr. Sudds berated his caddie all through the game, & brought results.

Serves him right.

The Ball.

A prize winner.

By Mark Gebhart.

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THE SNEEZY GAMES



KIDNAPERS TAG.

Dear Sneezy:—I told all the gang about your being better from asthma and dad was pleased to hear it and he said asthma is nothing for even Roosevelt had asthma and hardly any body could be greater than Teddy Roosevelt dad says and any boy what has asthma may even be president of the U. S. States I was going to tell you about my asthma in my last letter at Moores where I was for our vacation and you'd be surprised us kids more candy for a nickel than any body here. It was because we were asthma I guess.

One of the best times we had was at picknics and we went Aunt Clara would put up the good stuff. We had one when we went to pick strawberries and we had a grato time and went swimming and played games and had three kinds of cake and sandwiches and pliques and pie and you get awful hungry at picknics. And we played a game called

something mysterious.

Now, on this boat was a man of the U. S. Secret Service, Tom Billings. He was to keep his eyes on the U. S. States I was going to tell you about my asthma in my last letter at Moores where I was for our vacation and you'd be surprised us kids more candy for a nickel than any body here. It was because we were asthma I guess.

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was very angry, as going to

spank them, when minister came

in and said, "Why do you go to

spank them for?" and me. I

told them not to spank them and they

did them," said.

"Why don't you then what they can do and let them do what you don't want them to do," said the minister.

"I never thought that," said the mother.

Then the minister, "Don't put foolish ideas into people's heads."

MARIODONALD.

JOSEPH ESSE, 932 East 17th Street Oakland.

ROBBERS AT THE PARK.

Once there were boys, Skinny and Benney. One they thought they would like to go to the sand dunes, so off they went. Every one was out there, and they were coming home. They lost and saw a light shining in the trees.

They found it to be a station. As they were walking on the railroad they thought some men were moving pictures, so Skinny to the men was going to take a passenger to make it more exciting.

The man said, "Goodness, the child wants to be!"

They went aside began talking to each other and they came back they called (1) to the station and held their and said, "If you move you will get your heads shot off."

Then they went. The boys then knew they were robbers, or train wreckers, a boy wiggled out of his bonds, said that he was going to take a passenger to the nearest station. They Boy Scouts, so they knew that.

Benney crawled to the table and then stood up and telegraphed the word.

"SEND HELP, THE SAND DUNES, BRUCEBERRY ARE SOME TRAIN WRECKERS HERE AND HAVE TAKEN THE STATION KEEPER OF THE HEAD, THEY HAVE A LOT OF TIES ON THE TRACK."

It was just as he sent it over again when the same in and used him up again, did not know that Benney had it.

In about half an hour they heard the train coming and did not know that they had received the message. Pretty soon the train slowed up and they heard shouts. So they knew they had received the message at some station.

Pretty soon then came running into the station when they saw the boys there. The station man was the boys told them. They untied boys and got the man. Then said to the boys the train a barrel of goods on it.

They took it and each received a letter. The letter addressed to Skinny Mike, who other to Benney Wade, found \$2000. pieces in the lead the company's thanks was.

JOE A. JESSE.

2531 East 16th Street, Oakland, Cal.

It was in the early section of San Francisco one night that an automobile drove down Market street and ran over Grant avenue.

Three men stepped out of the car, carrying a large bundle. From within the bundle, they entered the car and the automobile sped. Tim Fong, head of the Sing Tong, abducted this girl for her to run.

The girl had been held for three months in Fong's underground den, night another Chinaman came and the evening with Tim. They were talking, when the prisoner, happened to be in room and the visitor, Chinaman, Tim Fong did not like and struck him down. His escape, but the next day a year passed between the Sing Tong and the Sing Tong.

Shots were heard over Chinatown. They came store windows and from place that offered protection. A police officer shot and killed the prisoner.

Tim Fong was killed. Tom Smith, a detective, entered the little store and hunted for the prisoner. After passage he went in, till at last he found her in it.

He picked her up, his strong arms and carried her out.

One week later Helen were marching, the aisle of the First Congregational church to the minister and married.

Nine months later, after a cordial visit from Stork. This all came from the little insult.

"At."

When the mother came home she

"At."

"At."

"At."

"At."

"At."

"At."

"At."

"At."

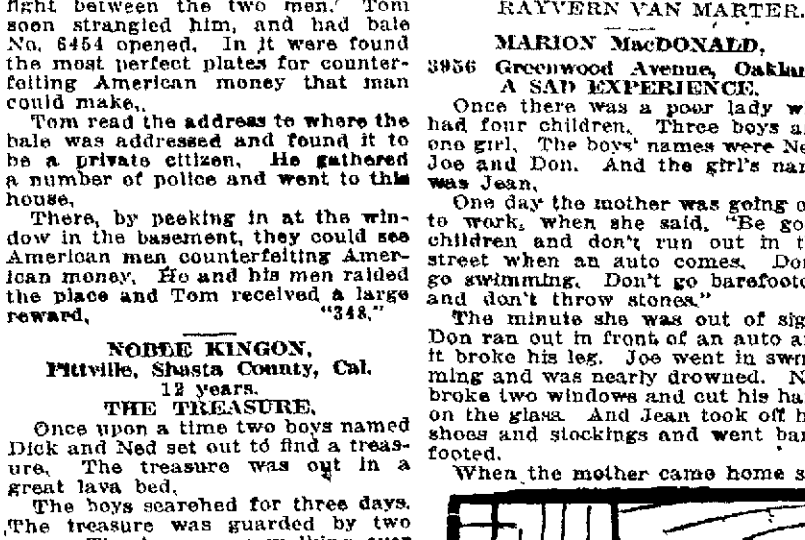
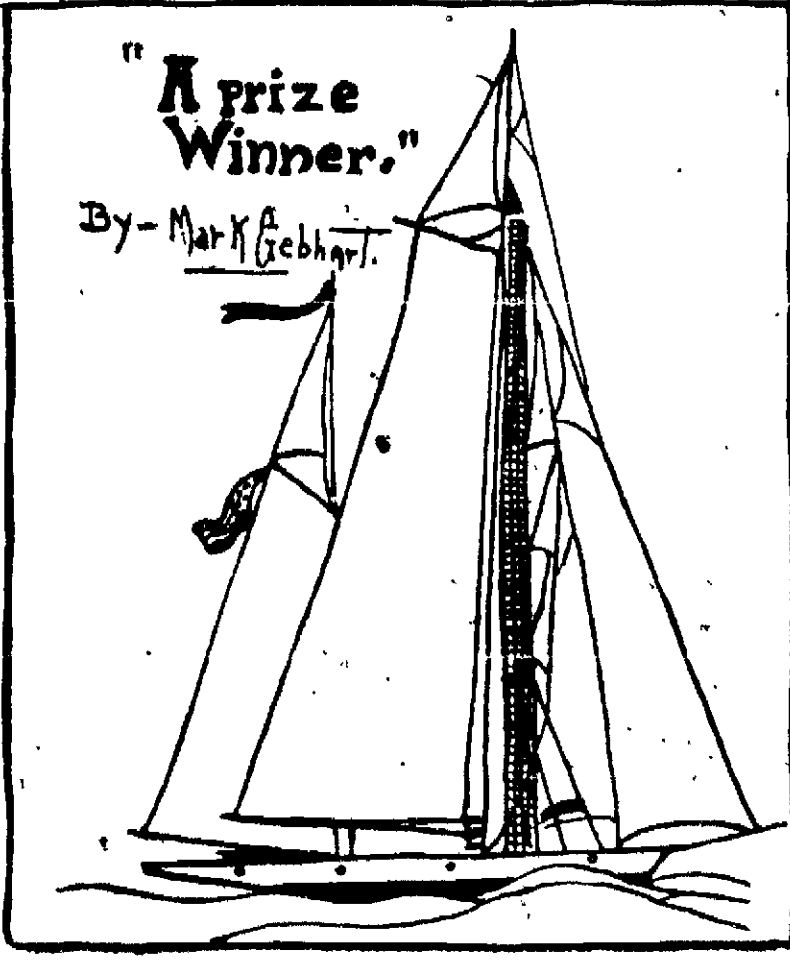
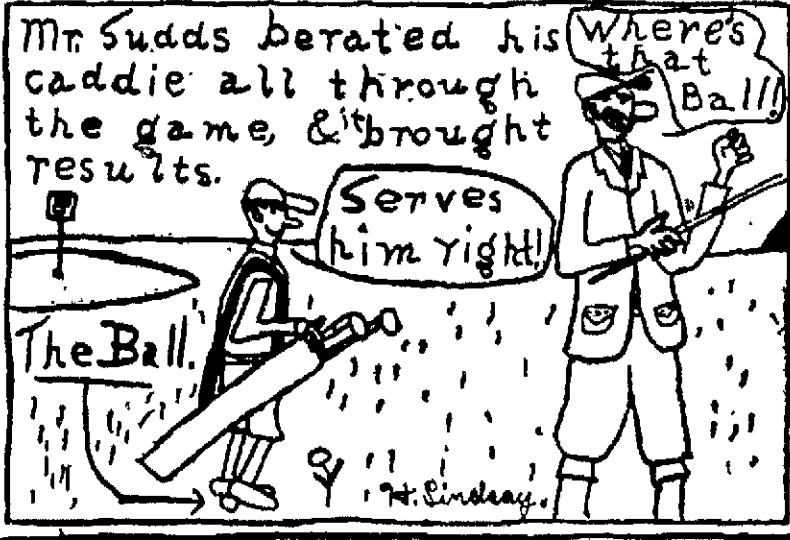
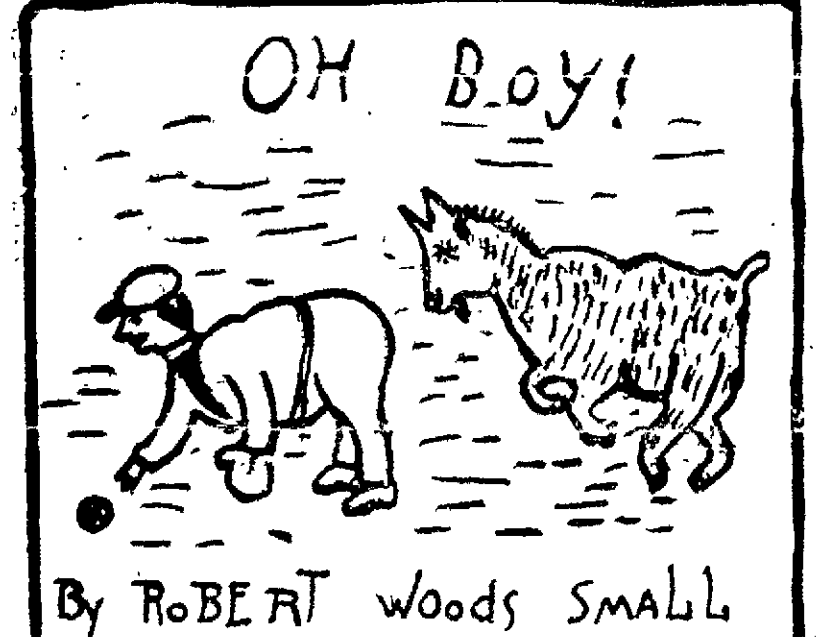
"At."

"At."

"At."

"At."

"At."

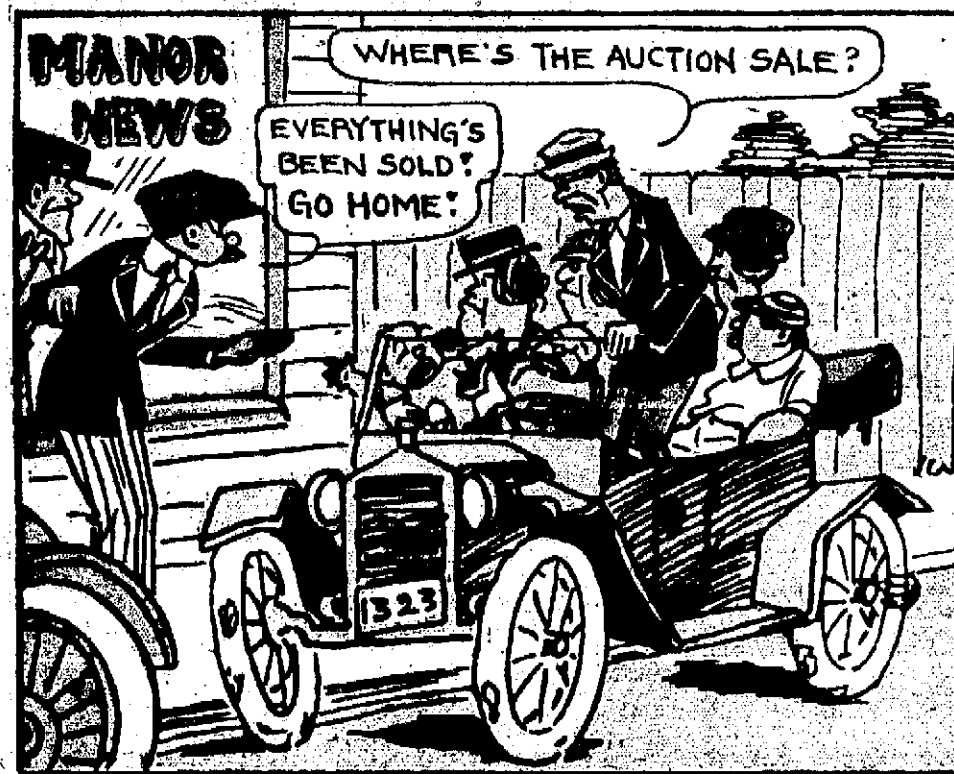
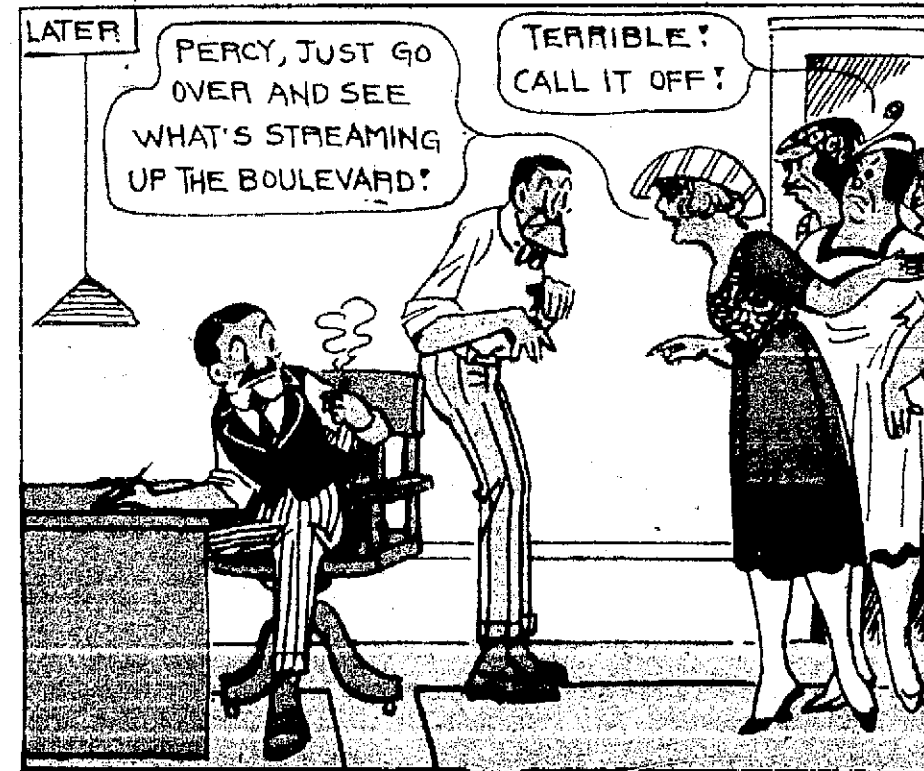
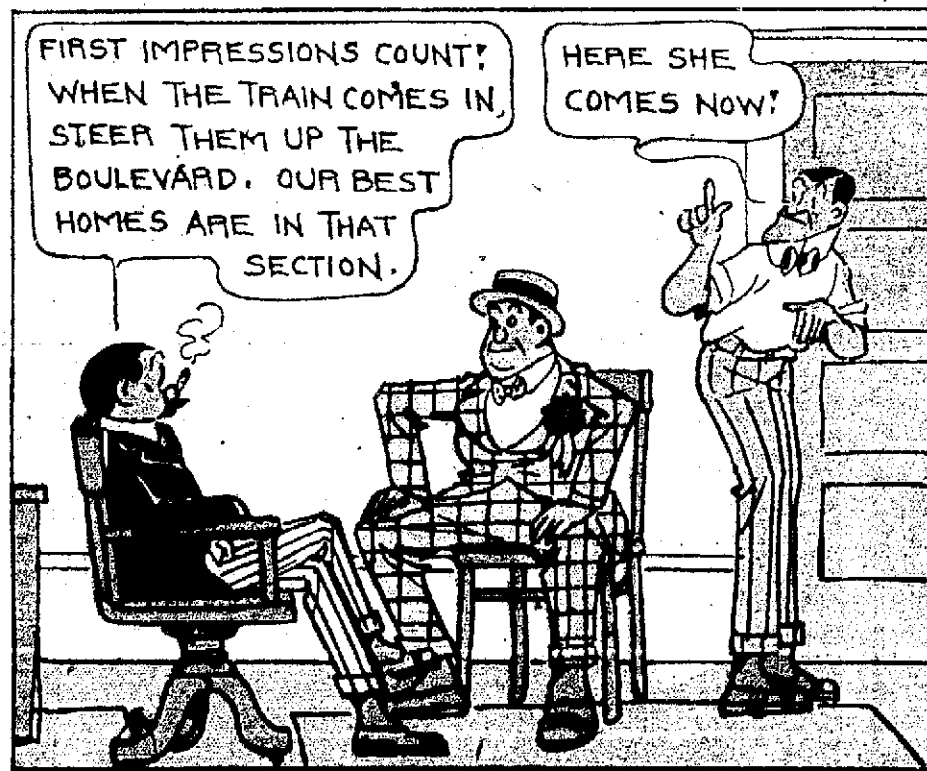
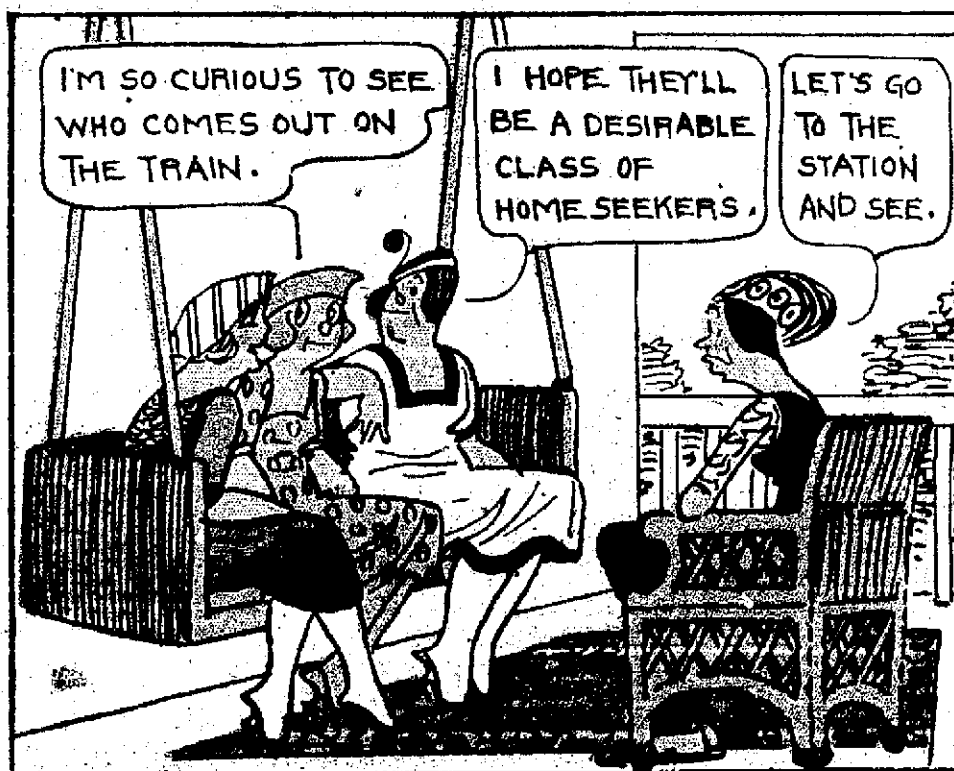
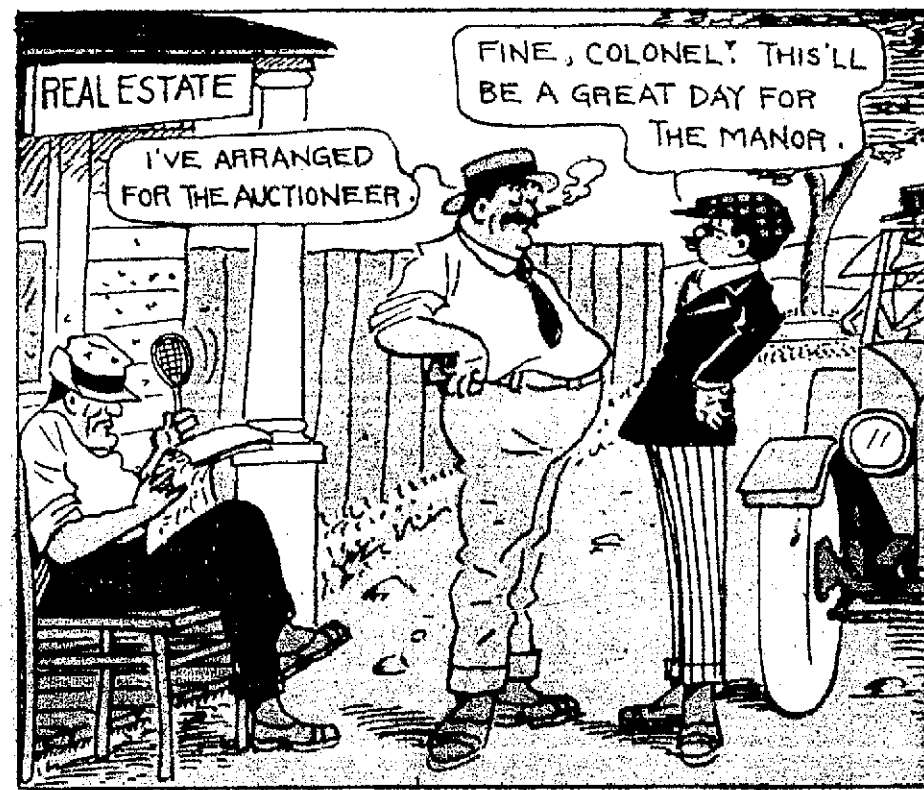
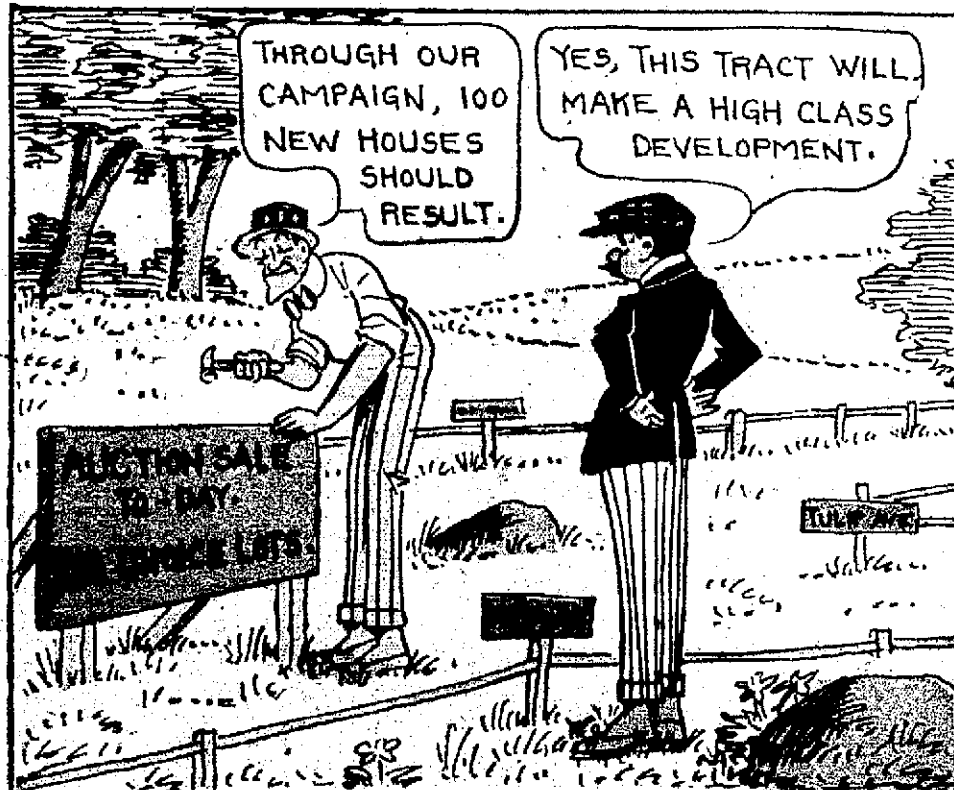


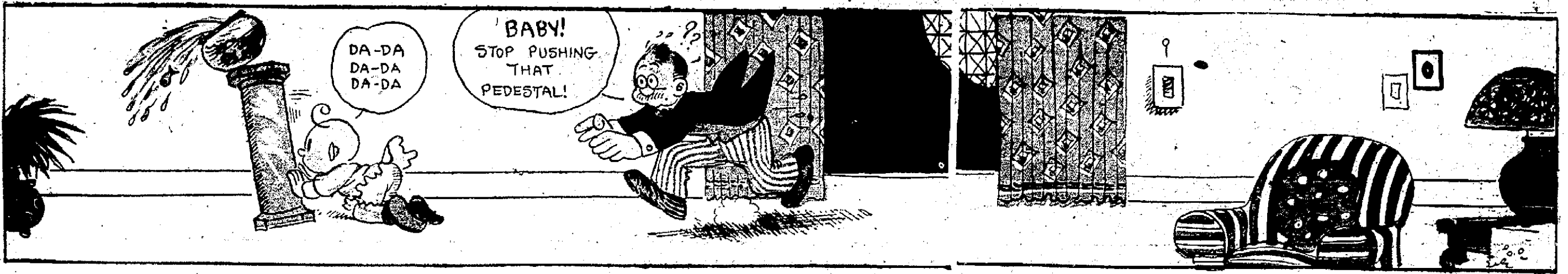


PERCY and FERDIE

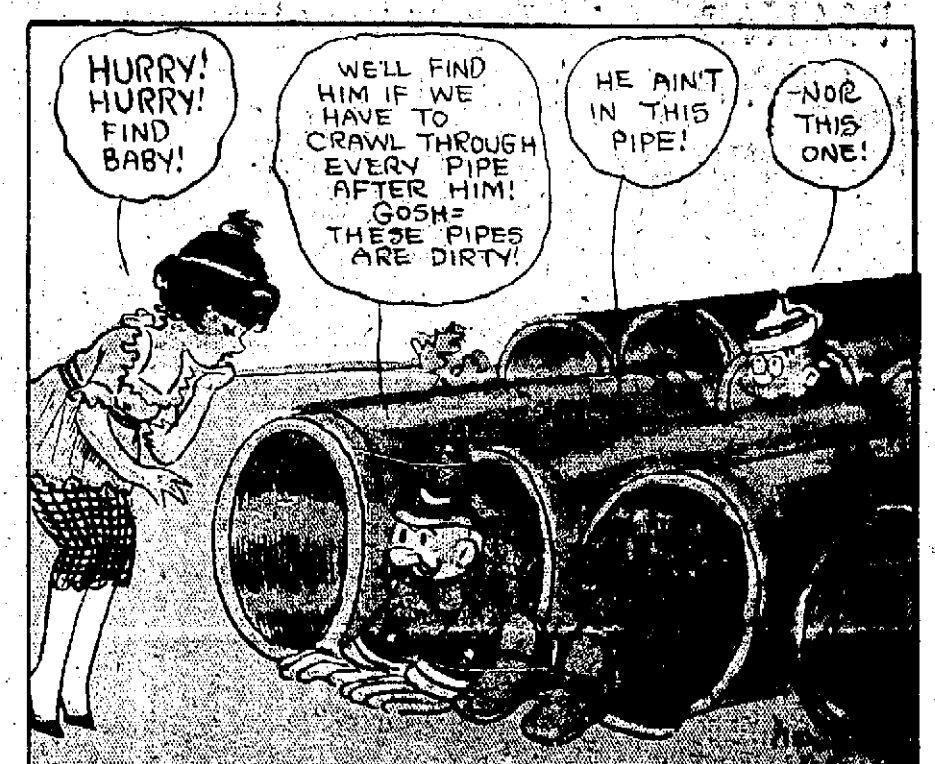
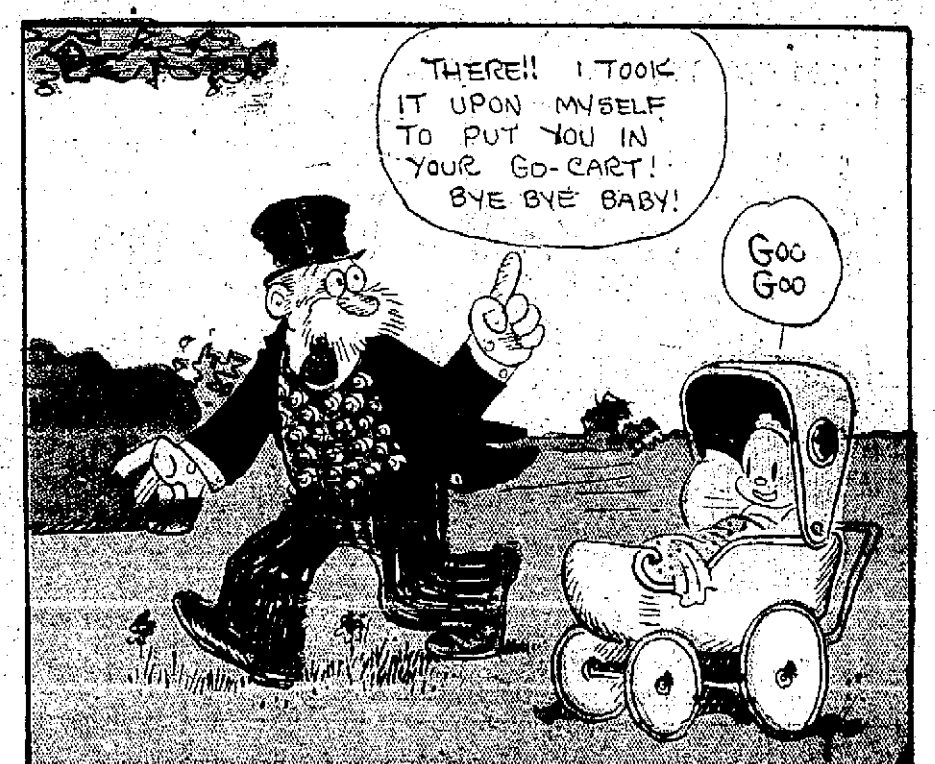
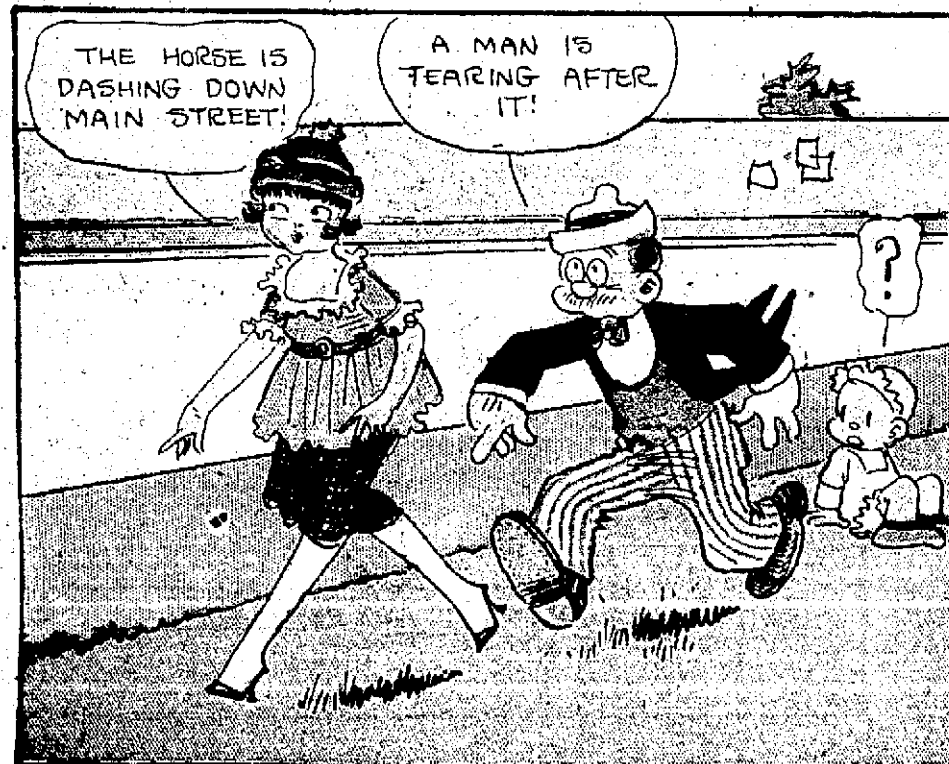
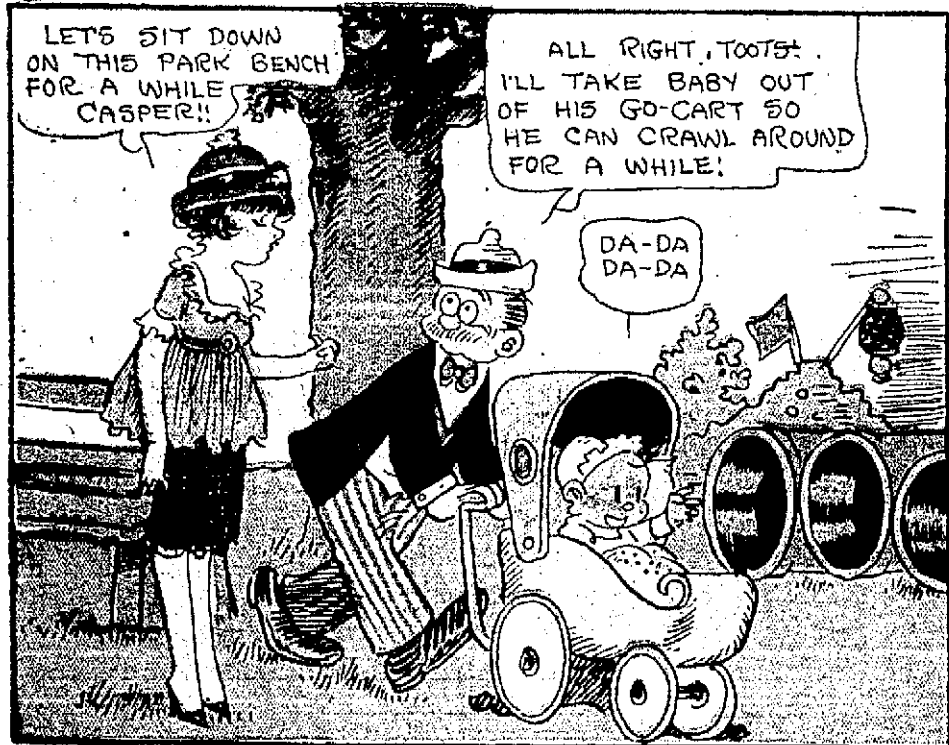
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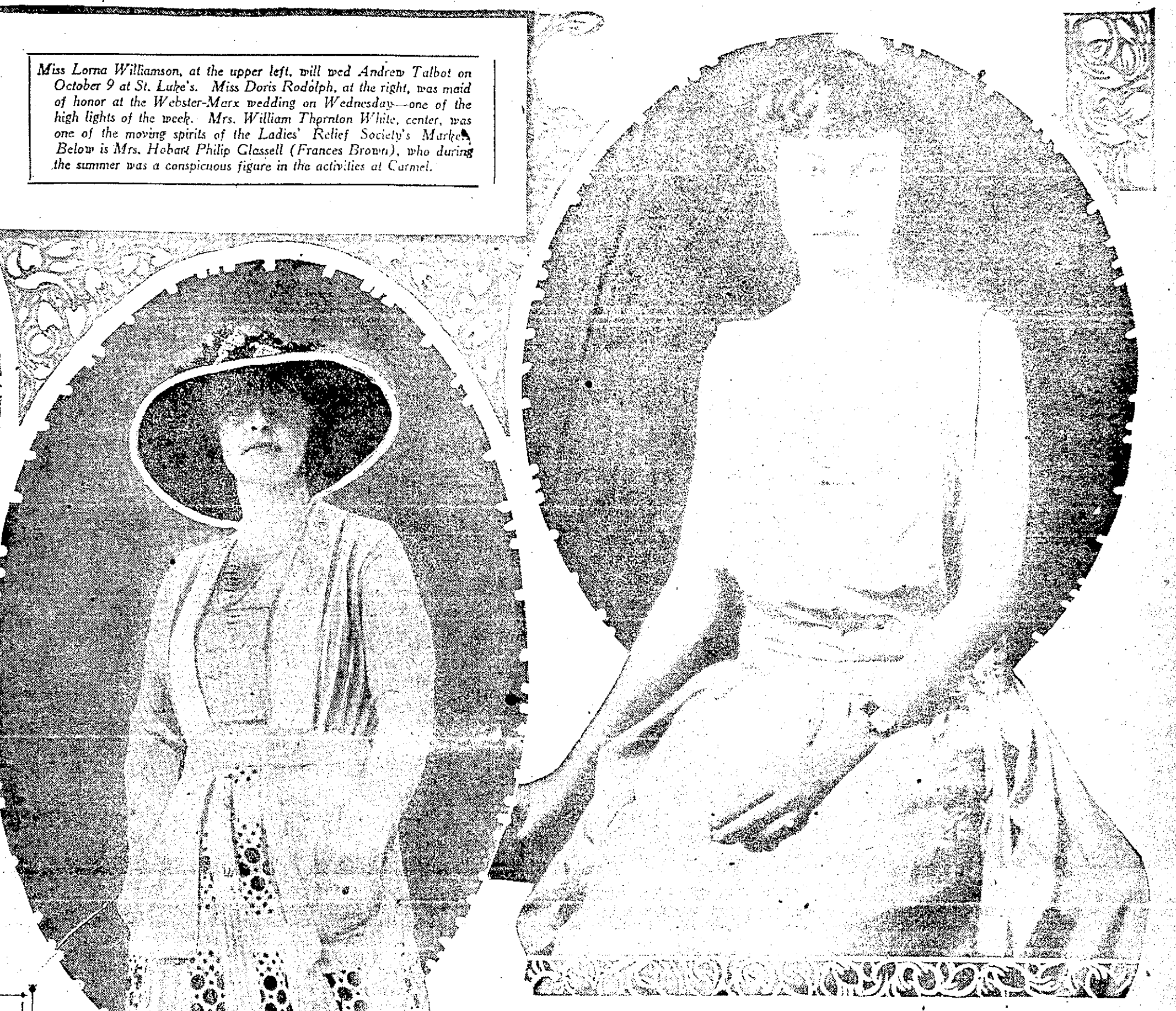


TOOTS AND CASPER





Miss Lorna Williamson, at the upper left, will wed Andrew Talbot on October 9 at St. Luke's. Miss Doris Rodolph, at the right, was maid of honor at the Webster-Marx wedding on Wednesday—one of the high lights of the week. Mrs. William Thorntun White, center, was one of the moving spirits of the Ladies' Relief Society's Market. Below is Mrs. Hobart Philip Glassell (Frances Brown), who during the summer was a conspicuous figure in the activities at Carmel.



Chamber of Commerce to Share Interest With Bridge

By SUZETTE.

THAT the Oakland Chamber of Commerce has opened its doors to women is an interesting manifestation of the New Spirit, said a smart set leader at tea yesterday.

"And that women—leisure women—are interested in the broadened outlook of the organization is further evidence of the renaissance," said another.

It was Dr. David P. Barrows in his recent talk at the Hotel Oakland that stressed the point that human problems can reach solution only through the working together of intelligent men and women, each bringing to the problem the psychology of the other.

So when the news went forth last week that women were eligible to membership, and were welcome to the monthly luncheons—when persons with something to say have the floor, and a fine spirit of camaraderie illuminates what they say—there was much chatter over the bridge tables.

"I'm strong for any activity that will give me an angle on what my husband thinks about during the day," said one of the leading matrons of the hill town, who forthwith wrote out her little check and signed up.

"I have queer ideas about what interests women," said another new member. "When I told my husband I wanted to join the chamber, he said—very solemnly—'there's nothing there to interest you.'"

"Isn't there?" I observe that there are committees on Education and Good Roads and on the Museum and Art Gallery—and I'm keen on both—and City Planning, another hobby, and Public Health—isn't that enough to hold my interest for awhile? I can't play bridge every day." And forthwith she got her check for her dues from a startled man.

And there is thus presented the opportunity of working out a much-needed plan for entertaining distinguished men and women who are guests within our gates," said the Little Bride.

Heretofore there has been no organized effort to receive women accompanying visiting men of distinction.

With a roster of representative women to choose from, the president of the chamber may appoint a committee whose particular duty it shall be to present Oakland in her best attitude; to preside at luncheons, sponsor dinners and to look after the amenities that go so far to make a city register.

And so the spirit grows.

The next luncheon will be on Wednesday, the 14th, when Chester Rowell will speak. All the monthly luncheons are in the ballroom of the Hotel Oakland, where activities of a different type are planned for the new season—the first big ball tentatively planned for Halloween. But that is not yet for publication.

Why should we not exercise our brains as well as our feet in the ivory salon?

"Besides, association of ideas might stimulate conversation," adds a dowd who can talk and say something.

The new policy of the Oakland Chamber of Commerce seems to have started something.

BABY HOSPITAL

The Baby Hospital—one of the best evidences of Oakland's understanding of her responsibility to her embryo citizens—is on the way to present its annual fête.

This year's bazaar will take on the character of a Harvest Festival—a Country Dance to open the fête on Friday evening, October 7. And on Saturday night the usual Nickel Dance will be the alluring feature.

As for the country dance, it should

FOR BRIDE-ELECT.

Mrs. Everett Tubbs Grimes—Mildred Snook—was hostess at a bridge tea this week in honor of Miss Julietta Galpin, who will wed Earl Jones, a San Franciscan, late in the fall.



WEBSTER-MARX.

In a burst of color—masses of gladiolas, snapdragons and amarylls—Fitzgerald Marx claimed Miss Margaret Webster for his bride, the service taking place at the Piedmont home of the Bradford Websters—parents of the bride—on Wednesday evening.

Over 100 guests assembled to do honor to the young benedict and his lovely young bride, who wore an ivory brocade gown, overvelled with tulle and rose point, a heritage from the bridal accoutrements of both families.

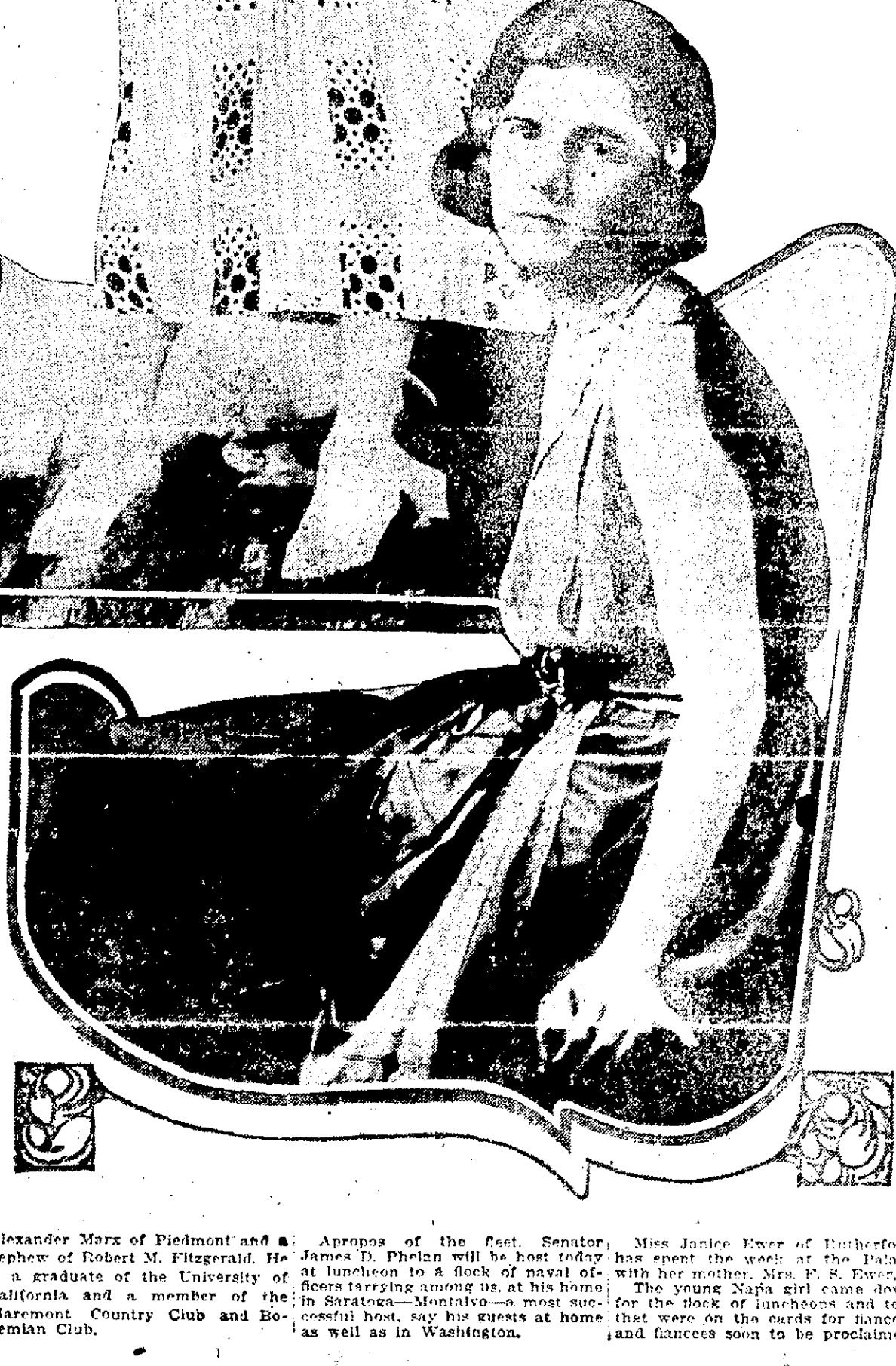
Miss Doris Rodolph, maid of honor, was gowned in turquoise blue satin with a girle of coral roses and a skirt of tulle. She carried an inverted straw hat with pink and coral flowers—a stunning picture.

The bridesmaids, Mesdames Edward Fennell and Frank Delzer Miller, Misses Doris Webster, Hatherly Britton, Myrtle Black and Laura Lindsay Miller, wore gowns of coral satin, carrying inverted hats filled with flowers.

Crellin Fitzgerald and Bradford Webster Jr. attended as ribbon bearers and Donald Walsh was best man. The ceremony was followed by a reception and supper.

Mr. Marx and his bride motored to Del Monte, from whence they will continue their journey to the southern part of the state. After their return about the middle of September they will take possession of an apartment on Grand avenue.

Mr. Marx is a son of Mr. and Mrs.



Laura Miller's Betrothal to John Knox Made Known

The betrothal of Miss Laura Miller and John Bryant Knox was unquestionably the Big Story of the week—of the month—for no maid in California in all its length and breadth has had such a season since her coming-out. And few girls have such a background of family traditions, the traditions of her mother's side and the Millers all running back to pioneer history-making epoch of the bay terrain, and with numberless ramifications.

Although the devotion of young Knox had led to all sorts of speculation, the announcement nevertheless was something of a surprise. At least, it is good form to be surprised, and when the news was told at the luncheon given for Miss Margaret Webster—now Mrs. Fitzgerald Marx—the "kick" that comes with announcements was there.

The luncheon was given at the Harry East Miller home that typified the essence of hospitality to young people—the older set naturally falls in for its due.

The bride-elect is the son of the Charles E. Knox family of Berkeley, a brother of Miss Janet Knox (who is to winter in New York studying music) and Mrs. Rollin Moore.

He is a Yale man of '12, and a Delta Kappa Epsilon. He was an officer with the 346th field artillery, 91st division, for two years, with a good record.

Miss Miller's debutante days followed her scholastic work at Miss Head's and Miss Hanson's, with a year's interesting twist her graduation from the University of California.

She is a stunning girl, with a fine mind and a wholesome, Western freedom of spirit in her manner.

Among the guests who were at the announcement party were the Mesdames:

H. M. A. Miller	Harry East Miller
C. A. G. Miller	John Knox
Allen W. Miller	Frances Langton
Henry N. Miller	Miss Lillian
Freddie Miller	Miss Lillian
Frank Strangman	Miss Lillian
Edward Strangman	Miss Lillian
Harry Hester Fair	Miss Lillian

The Misses:

Margaret Webster	Miss Lillian
Doris Rodolph	Miss Lillian
Myrtle Black	Miss Lillian
Laura Lindsay	Miss Lillian
Miss Lillian	Miss Lillian
Miss Lillian	Miss Lillian
Miss Lillian	Miss Lillian
Miss Lillian	Miss Lillian
Miss Lillian	Miss Lillian
Miss Lillian	Miss Lillian
Miss Lillian	Miss Lillian

COMING HOME.

It is an interesting bit of news that Mrs. Ernest Folger, and her mother, Mrs. Ernest Folger, are sailing for home on the 15th of October, planning to come straight through—no tarantula in New York. And of course, there's a reason—the wedding of Miss Betty and Robert Miller on November 15th.

Miss Elena and her mother tarried a couple of months on the continent after the departure of Mr. Folger and Miss Betty, to enable the young musician to get as much of her art as was possible while in Paris. Of course, they played, too, for Biarritz was their haunt, and no one's slow about Biarritz.

ON "IDAHO."

It was a gay assemblage that gathered a few nights ago aboard the "Idaho," riding in the harbor with its sister ships that are part of "Our Fleet."

Mrs. Albert Rees, wife of the commander, was hostess, the guests dined after dinner on the canvas-covered deck. Among the guests were many from this side:

Mr. and Mrs. George Bowles, Mr. and Mrs. Ivan Witter, Mr. and Mrs. Paul Frazar, Mrs. Loring Pickering, Miss Julia Van Fleet, Miss Margaret Scheld, Miss Vera de Vere Adams, Miss Lillian Hopkins, Mr. Richard Carlson, Captain Pringle, Commanders R. E. Swinton, Ensign William Ingram and several other naval officers, all very brave in braid and buttons.

CLUB TEA.

Mrs. Minna McCauley, indisputably one of the most beautiful women of the Eastbay country—looking much like a reincarnation of one of Romney's ladies—was hostess on Thursday at a luncheon at her residence, 1000 Lincoln Park, in East Oakland, Mrs. Milton Bernard the honoree.

All the world knows how brilliantly Mrs. Bernard played in the tourney over the Lincoln Park links and how she hung honors upon honors upon the Sequoia banner. And of course, the club is grateful—as it should be.

So to emphasize the honors brought home, and to honor the winners.

Women and Their Work

Berkeley Club Is Ready for First Rally

The convention of the California Federation of Women's Clubs as glimpsed last May by Twentieth Century Club women is yet new enough and of interest enough to inspire the first meeting of the season on Tuesday. Mrs. Aaron Schloss, who retired as state president, following the summer gathering in the famous valley and Mrs. Annie Little Darry, state parliamentarian, both members of the local group, will lead in telling the reminiscences. Announcement of sections and committees will be made. Mrs. Rufus A. Berry, president, will preside at the business session.

The choral section, under the leadership of Miss Clara Freuler, will assemble tomorrow morning in the Derby street clubhouse. The first meeting of the dramatic section, Mrs. Steyer Feder, curator, is announced for Wednesday.

The current events section will sponsor a series of winter lectures on "Vital Interests of 1921," to be presented by Mrs. Juliet James.

Lakeview Club, which dedicated its inaugural program last week to the Camp Fire Girls of America and more specifically of the community, is deep in the new season's activities under the leadership of Mrs. W. W. Robson.

Organization of the departments has placed upon the following women the responsibility of directorship: School, Mrs. W. W. Dennis; Literary, Mrs. Gilbert Oakley; music and drama, Mrs. E. P. Cushman; philanthropic, Mrs. C. D. Collins; civic and current events, Mrs. R. W. Kittelle. Chairmen of standing committees have been appointed as follows: Program and publicity, Mrs. N. B. Campbell; membership, Mrs. Mitchell Thompson; reception, Mrs. R. V. Dixon; ways and means, Mrs. George A. Cockerton; decoration, Mrs. E. R. Dudley.

Women of Mills Club of Alameda County are giving the early weeks of the season over to the December fair, which as a benefit to the college endowment fund looms large on their horizon. Mrs. J. A. Bingham, the president who has lately taken office, has completely reorganized the club activities, calling upon every member to bear a full responsibility and claiming the presence of every woman who attended Mills on the roster. Chairmen of committees have been appointed as follows: Finance, Mrs. Fred H. Dakin; house, Miss Jeannie Gregory; program, Mrs. Walter H. Byington; membership, Mrs. Wells Drury; telephone, Mrs. William W. Bruner; tea, Mrs. Charles J. Youngberg; publicity, Mrs. Minna McGauley.

Scorptimist Club, which has reserved an important place on the Monday calendars of each week when the members assemble for luncheon at Hotel Oakland, has declared a holiday tomorrow because of the legal holiday which will permit the members a brief vacation. The club will resume its programs on Monday, September 12.

The bridal veil of Princess Helene of Greece, worn at her wedding to Crown Prince Carol of Romania, is valued at a half million francs and was made by the women of Bucharest.

MRS. JOHN ALBERT MARSHALL is one of the active clubwomen in Oakland, her affiliation being with Ebelle. Ebelle will launch its season on Tuesday with a parliamentary drill conducted by Mrs. C. H. Mitchell and a business session presided over by Mrs. William Nat Friend, president.

—Boye portrait.



Queries Sent Business Women

With business and professional women who heretofore have been eliminated from organizations largely by reason of the hours of meetings and personal demands, energetically forming their own clubs and groups, matters that concern them have become of vital importance not alone to their membership but to the entire feminine movement. Distinction between the woman of the home and the woman outside the home is rapidly being wiped away and their interests are being united at least in spirit.

As a matter of fact there are few women outside the home who are not dreaming that some day they may remain within, and perhaps few home women who have not visions

of joining the fraternity which is economically independent. Oakland, with its several thousands of women who have chosen the path of income-maker, registers its full quota of clubs devoted to the interests of those in industry, commerce, business or the professions. The oldest perhaps in point of years is the Business and Professional Woman's Club with its 225 enrollment and its problems of finding adequate accommodations. Lunches downtown every Thursday with an occasional outing are its regular routine. A smaller sister of this group is the Business Woman's Forum, which meets in the evenings at the Y. W. C. A. drawing upon an entirely different set of workers for its substantial membership.

The Scorptimist Club, newly organized and awaiting the completion of its charter roll this month, limits its membership to one woman from each profession and business and provides that she must have a certain responsibility beyond that of mere taking of orders. Yet more than sixty women have already been found who are eligible to its ranks. Lunches at Hotel Oakland every Monday assemble the club which is a feminine counterpart of the Rotary Club.

Because within the city there are these several groups, the question which is being asked by the National Young Women's Christian Association on work, marriage and life, for discussion and survey among business and professional women finds a large interest. The outline of study has been prepared by Mrs. Samuel MacClintock, and is being used by women and girl groups throughout the country.

An outline of the questionnaire follows:

What Is Work?

1. Definition of Work.—(a) What do you think work is? Is marriage work? (b) What differences of opinion about work are found among women in your community, in your family, church, working group, social group, among teachers, foreign-born women, mothers with little children, women of the leisure class? What do you think of mothers who work outside the home (a) from necessity; (b) from desire? (c) What definition of work can we agree upon as a starting point for our discussion?

Why Work?

2. The Reason for Working.—(a) Why are you working? (1) Necessity of earning a living. (2) Desire for spending money. (3) Desire for self-expression. (4) Desire to be of service to others. (5) Wish to do something. (b) Why are you doing the work you are doing? (1) Advice of parents or teachers. (2) Solicitation of friends. (3) Limitation of local opportunity and inability to leave home. (4) Varying social standing in different occupations. (5) Promise of good wages. (6) Individual desire and free choice.

Work a Pleasure?

3. The Value of Work.—(a) Why is having to work sometimes regarded as being undesirable? (b) Can all kinds of work be considered as a way of expressing yourself? (c) Would you like to do something different from what you are now doing? Why? What should be our attitude toward those kinds of work which seem to be undesirable? Should they be abolished? How is it to be done? (d) What kinds of work seem to you to have value? Why? What kinds of work are women doing in your community?

Effect of Work.

4. Effect of Work on the Workers.—(a) What do you like to do when your day's work is over? Do you

Club Women Prepare for Busy Season

By EDNA B. KINARD.

The opening chapter of the 1921-22 club season will be written this week. Clubhouses which have been dark throughout the past three months and club auditors which have been silent will take on new life. The first week in September is the signal that the great army of local feminists have set in motion the machinery which is destined to keep them thoroughly occupied until that time when annual conventions will take stock of their endeavors and put the seal of approval upon their efforts. For the California Federation of Women's Clubs, this historic date will occur next May, when leaders meet in annual convention in Los Angeles. For Alameda district, C. H. W. C. the stock-taking is scheduled for April 19, 20, 21, with the Twentieth Century Club of Berkeley housing the significant conference. Leading up to these epoch-making gatherings, American citizenship will run like a golden thread through all federated club programs, coloring the work in all departments.

District chairmen already have pointed out some of the activities to which they have pledged allegiance during the coming season under the leadership of Mrs. George A. Riggs, president. To make men and women truer Americans and instill in the growing child a love of country and devotion to the demands which citizenship makes upon them in school, home and the community is the inspiration for the unified program.

A compulsory course of at least one year's study in home economics for all high school students is a goal toward which Mrs. L. F. Helmond, district chairman of child welfare, would direct the army of clubwomen. Moreover she is sponsoring the establishment of nutrition classes in elementary school or assistance to other schools where such need is not existent. The Home Club, which has never affiliated with the federation, has contributed \$30 to nutrition work, which is being carried on in the Prescott school, according to the August report of Mrs. Helmond.

Planting of trees along highways and conservation of redwoods, as suggested by Mrs. Luella Ketchum, district chairman of conservation, finds instant response from women of the city as well as of the rural communities. Practical methods of attaining the objective will be adopted. The Women's club has been given birth among the women's clubs in Antioch, Oakley and Brentwood for the planting of an avenue of trees along connecting highways. The Lodi Women's club has been active in the project for the planting of one mile and a half of sycamores along the Lincoln highway in that city, dedicated as a road of remembrance in honor of the Lodi war heroes.

Mrs. Ernest Haddon, district chairman of home economics, is engaged in framing a program which will directly bear upon the better citizenship idea. She will offer her complete outline before the home department of the Adelphi Club, at their initial meeting of the year, on Thursday, September 22.

Literary programs which will feature the general citizenship theme are being prepared for use in the clubs by Grant D. Miller, district chairman of literature. Mrs. Miller has claimed the co-operation of the Speech Arts Association of California, and the extension department of the University of California in her task. She is one of the few women to frankly declare that she believes artists who have given years to study should be remunerated when they are invited to appear on club programs.

Careful supervision of the department programs of work is being given by Mrs. George A. Riggs, district president.

ing: What kind? Studying: What subjects? Physical exercise; recreation with others, etc.? How does the energy used in these activities differ from that used in your work? Why do you choose these special activities? (b) What are the effects of familiar occupations in your community upon the workers? (c) What has been done to make undesirable tasks easier to perform, and desirable tasks more desirable? (d) Does the doing of skilled work differ from the doing of unskilled work in its effect upon the workers? What, if any, difference does it make if the worker has been specially trained for the kind of work she is doing?

Married Women.

5. Marriage and Work.—(a) If you were married would you work? (b) Inside the home? (c) Outside the home? (d) Has a married woman a right to work if she is not obliged to? Should she work as a spiritual obligation? (e) Is it desirable that a mother should work away from home? What is her first duty—to care for her home, her children, or her outside work? What is the most valuable kind of work she can do? (f) What reward does a married woman receive for caring for her home, her children? Has her work in the home any economic value? What difference would it make in her husband's income if she did not do her own housework and care for her children? How does it affect the family income when a mother works outside the home? How does it affect the children? Can you estimate the economic value of the home-maker in dollars and cents? Does she have as much to spend as she did before marriage? Why?

Other Problems.

6. The Relation of Work to the Various Phases of Life.—(a) Do you believe in "education for living, training for work"? (b) To what extent are women trained in schools at home, and in other ways? (c) How is work related to health? (d) How may work have spiritual significance?

7. The Meaning of Work.—(a) What is your personal experience and conviction as to the following questions? Is work a necessary part of every worth-while life? (c) Do we work to live or live to work? (d) How shall we and the deeper meaning in our work? (e) What will be the result in our lives of work which is full of meaning?

Clubwomen To Rally at Luncheon

Monday, because it is a day most free from routine duties and the 20th, because it will afford ample time for the feminine fraternity to clear their calendars, has been named as that interesting day upon which the clubwomen of Alameda county will rally at the luncheon which will formally inaugurate the working history of the newly organized group and initiate the season.

Mrs. W. H. Marston, president of the California Federation of Women's Clubs, will be the particularly honored guest at the elaborate banquet which will be given at the Hotel Whitecomb in San Francisco. The luncheon will be held at 12 o'clock, and to which all clubwomen are invited to attend.

Distance is no barrier—in fact, it is rather an argument in favor of the delightful setting which has been chosen for the late September festivity which will combine business and pleasure. The White Lunch, on the Dublin boulevard, a strategic geographical point so far as the location of county clubs are concerned, has been selected for the opening gathering. Special transportation will be arranged for women depending on street car service. Automobiles will be provided to take them the additional two and one-half miles to the ranch.

Department Chairmen Chosen

Mrs. W. H. Marston of Berkeley, president of Second District, California Congress of Mothers, has worked throughout the summer to so good a purpose that organization to carry out the broad program of work is completed even before the season is fairly open.

Thursday will witness the first regular board meeting of Mrs. Marston's administration, following attention to the president's welcoming mothers' club leaders to an all-day session at Hotel Whitecomb in San Francisco. Following that conference the following chairmen are announced: Child hygiene, Mrs. E. S. Burchette; Oakland, child labor, Mrs. G. L. Skilling, Berkeley; country life and good roads, Mrs. Marshall Bird, San Mateo; education, Mrs. William Woods, Berkeley; emblem and magazine, Mrs. E. E. Bruner, San Francisco; extension, Mrs. E. O. Shetter, Alameda; finance, Mrs. L. C. Granger, Oakland; fund-raising, Mrs. S. E. Emery, Oakland; home and profession, Mrs. Mary Ashton, San Francisco; land-grant, Mrs. Laura Fleming, Petaluma; legislation, Mrs. L. H. Thurston, Oakland; membership, Mrs. W. A. Smith, San Francisco; patriotism, Mrs. T. L. Warren, Berkeley; printing, Mrs. O. P. Cole, Oakland; philanthropy, Mrs. D. T. Lull, San Francisco; publicity, Mrs. George E. Stiller, Oakland; reciprocity, Mrs. William Morgan, Berkeley.

War Mothers of Oakland will meet in Memorial Hall on Thursday when Mrs. Chas. H. Marston, a national officer, will be the guest of honor. Summer has not halted the activities of the patriotic group, for Mrs. Marston has given to the ladies from overseas a tender service, in hospital and home. The opening of the 1921 season, however, will launch a larger program of work. Mrs. C. J. Waterhouse is president of the local chapter.

Members of Ebelle to Meet On Tuesday

Ebelle members will come together for the first time since the summer interrupted their activities on Tuesday, an accumulation of business matters, new projects and definite programs engaging their attention. The board of directors, presided over by Mrs. William Nat Friend, president, will assemble in the morning.

Because parliamentary law has become a matter of such great consequence in the life of a woman who would conduct herself with propriety in public, a half hour preceding the monthly business session will be given over to its study. Mrs. Claude H. Mitchell is curator of the section, which is designed to embrace the entire membership, and will herself act as instructor. "Parliamentary Recitation" will be the Tuesday subject. The general business meeting is called for 2 p. m.

Despite her 53 years of age, Mrs. John A. Logan, widow of General Logan the Black Eagle of the Civil War, still works in her garden and is in vigorous health. She has the distinction of attending the coronation of the Kaiser and the czar, and also had tea with Queen Victoria of England.

Roos Bros.

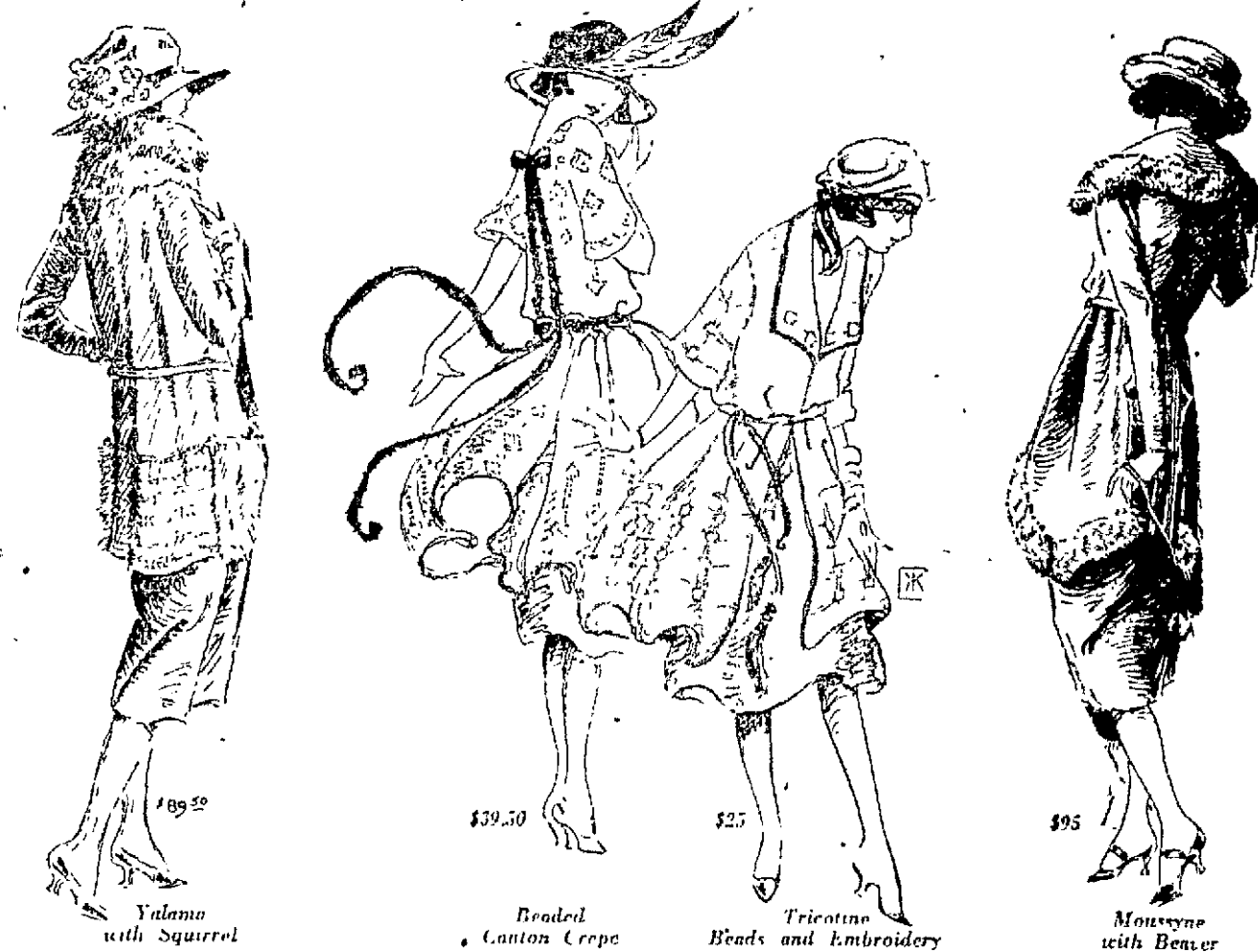
Washington at 13th : Oakland

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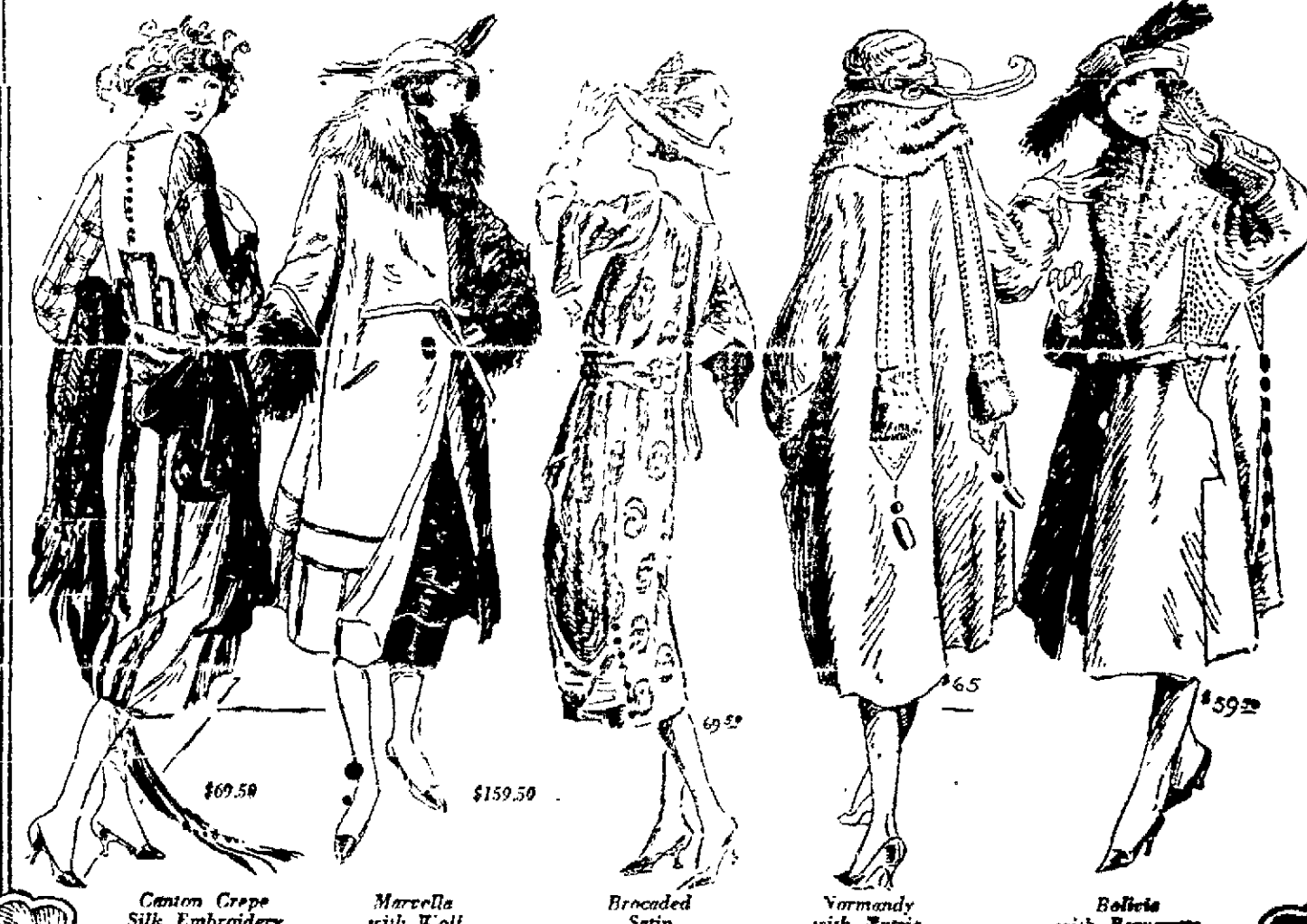


Yalmo with Squirrel

Hooded Canton Crepe

Tricotone Beads and Embroidery

Mousyne with Beaver



Canton Crepe Silk Embroidery

Marcella with Wolf

Brocade Satin

Yarmandy with Nattie

Bolivia with Beaver

HART SCHAFFNER & MARX CLOTHES

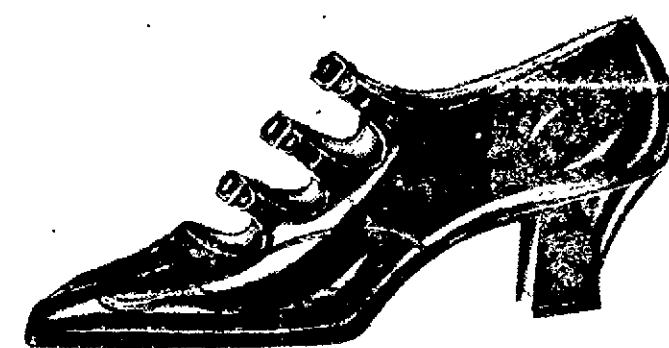
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New!

The Scandal

—This three-strap patent leather sandal is the I. Miller creation which is a triumph in New York, and which is now sold exclusively in Oakland by Roos Bros. at Fourteen Dollars.



Hart Schaffner & Marx Clothes



SAN FRANCISCO, Sept. 3.—The public may not understand about that bill for experting municipal accounts that the Board of Supervisors has refused to pay. The expert was set at work by the Grand Jury and his bill was a little over two thousand dollars.

The board takes the ground that as that body did not hire the work done, and as there appears to be no result that justifies it, it does not feel warranted in paying out the city's good money for the service. It is understood in a submerged way that there have been results, and that there would be astonishment if everything that has been found should be disclosed to the public. However, things have not gone so well more recently with the Grand Jury's delving, and the work that was so bravely started may have to be finished by a new jury. There is uneasiness in more than one direction, however. As it has been expressed, "things have been done in such a what'll way that they may be ripped up if it gets so that the Grand Jury cannot be shut off." There is a possibility that municipal affairs may be aired more thoroughly than they have been for a good many years back.

Embargo Raised

It is believed, or at least hoped, by the job expectants that the inexplicable holdup of Federal appointments for this coast has been relaxed with the appointment of an United States District Attorney and an Assistant Attorney-General—or rather the placing of Messrs. John T. Williams and Robert H. McCormack. For it was not the offices that constituted the bone of contention, but the aspirants thereto. At that there remains a mystery why such delay after it was pretty well known what was going to eventuate, and after many announcements from reasonably reliable sources that that would happen which did happen. One explanation of the delay after the determination had been practically made is that the administration was worked up by the acrimonious controversy here, and sent an investigator to size up the situation so that a slant on how it was could be obtained free of individual bias. That investigator came, it is represented, and was a "chief among us takin' notes" which we didn't know about, and the appointments were not announced till his report was received and digested. This is not a perfectly satisfactory explanation of the long delay, but is not unreasonable.

Internal Revenue Collector

If a special representative of the administration investigated matters here he must have delved into other situations than that relating to the Federal district attorneyship. The collectorship of internal revenue for this district has been a bone of contention, and still seems to be. The two Senators favor John McLaughlin, who is a prominent labor leader. The bankers and Chamber of Commerce are very decidedly opposed to any labor leader's appointment to this particular office. They seem to disrelish the disclosures that would be possible as to income tax and other intimate returns, which they represent could be taken undue advantage of in the industrial controversies that arise. It will be remembered that Banker Crocker went East, supposedly to oppose such appointment; but that word came from the national capital that he had withdrawn his opposition. The story here is that upon his return he explained that the withdrawal by him was only as the national committeeman for California, leaving those concerned to infer for themselves what the position of the banker was. The most recent change in the labor situation may have altered the status of this appointment.

Threatening Letters

The Rev. James Gordon was the recipient of a threatening letter last week. Ordinarily communications of this nature are not considered seriously by persons in public life, but in view of the recent sensational abduction and murder of Father Heslin, Dr. Gordon was advised to take some precautions. This he declines to do, insisting that he is in no danger. His Sunday and Wednesday evening discussions are characterized by plain speaking, and as he entertains pronounced opinions on labor subjects, on the Irish question, and takes sides on most matters of political debate, his dissertations are not always pleasing to all of his hearers. On several occasions he has been interrupted by auditors calling in question some of his statements. While he is good-natured, some of his remarks border on the sensational, and he openly declares that he is glad to have people differ with him. It was due to one of these statements that he received the threatening letter. In this connection it may be interesting information that letters threatening death are received almost every week by Chief of Police O'Brien and Captain of Detectives Matheson. During the hunt for the kidnapers of Father Heslin the former found one of these documents in his mail almost every day. Several of

them were couched in the most violent language and promised death in torturing form. The chief paid no heed to them, although they were turned over to the postoffice department for investigation. It is the theory of the police that there are persons in the community who make it a practice to write intimidating letters to public officials and others whose occupations bring them prominently in the eye of the community, and they believe that one of these days some of them will be caught.

Rumors of a Recall

Now that the charges against Charles W. Gompertz, president of the Builders' Exchange, and W. H. George, chairman of an important committee of that body, have been dismissed, a movement has been inaugurated for the recall of Judge Sylvester McAtee, who dismissed them. Such a move, in the opinion of one who has given special consideration to the matter, would result in the amendment of the law so as to prevent its application to the judiciary. It is pointed out that, in the first place, the Cartwright Act, a violation of which was laid to the two building men, was specifically framed with the idea that it was not to apply in labor disputes. It was for that reason that the magistrate was impelled to dismiss the case. Moreover, the enemies of the recall have all along boasted that some day it would be utilized to remove from office a judge who would not give the decision desired by some faction, and that effort would be made to substitute another jurist who would. It may be that the rumor of a recall will end in mere gossip. Judge McAtee is the appointee of Mayor Rolph, who has always been the friend of the labor unions. McAtee himself was formerly one of the mayor's secretaries, and presumably is in sympathy with his ideas.

The Sheriff's Health

Sheriff Finn is a sick man. He has been ailing for a long time, and has had to take things easy. The fact that he has been up and around for the most part has blinded his friends to the seriousness of his condition, but I am told that his physicians are concerned over it, and that they are counseling rest and at least a temporary retirement from official duties. Sheriff Finn is one of the best known politicians in the city, and perhaps in the State. He was enabled for a long period to hold two public offices coincidentally, being a senator from a San Francisco district and at the same time the sheriff of the county. He has been a champion of Hiram Johnson since the latter's first administration as Governor, although more than a decade ago he was a member of the Ruef-Schmitz forces. It will be remembered that Finn was a member of the Board of Police Commissioners during the mayoralty terms of Eugene E. Schmitz, and lost out at the time of the conclusion of the so-called graft prosecution when Mayor Edward Robeson Taylor was appointed to office.

Ruction in Hospital Service

The Emergency Hospital service is again in turmoil. It is a matter of salaries this time. From the days of the Ruef and Schmitz regime, when the five receiving hospitals were in charge of Dr. Charles Pinkham, now secretary of the State Board of Health, down to the time when Dr. Alanson Weeks, ranking as one of the city's best surgeons, left the position to serve with Uncle Sam's forces in France, there was said to be no better service in the country. Of late there has been bickering between the Board of Health, the supervisors and the Mayor, until now there is chronic irritation. The latest ruction resulted from the disparity in salaries between the stewards and the ambulance chauffeurs. Up to recent times both received the same wage. But the pay of the chauffeurs has been raised to \$170 per month, the same as that received by the police. The stewards' stipend, however, remains at \$140. Now, the latter class themselves as professionals. They have to possess a knowledge of the fundamentals of medicine to qualify for the job. Moreover, they are in authority over the drivers. Hence they maintain that they are entitled to more pay rather than less. The matter was taken up with Dr. Hassler this week and the supervisors have been approached, but all to no purpose. The stewards are understood to have been satisfied with their pay until they learned of the increase given the drivers. Then came the row.

Old Hospital Troubles

It is nothing new or acutely modern that there should be trouble in the city's hospital service. In some researches that I had occasion to make I came across some particulars of a ruction that occurred sixty-five years ago. The city had contracted with Drs. Henry and William P. Gibbons to care for the indigent sick. The contract ran from month to month. The city paid \$5000 a month. The doctors, appearing to find themselves at a disadvantage in the uncertainties of such a contract, offered to care for the stated number of 225 patients for a year for \$50,000. Sisters of Mercy offered to care for the city's indigent sick for \$3500 per month. Finally this offer was accepted, though not, apparently, without much

controversy. City affairs were not on a cash basis. There is a record of a bill for \$17,125, rendered by the Drs. Gibbons, which appears to have been double the amount of the claim on account of city "scrip" having to undergo a 50-per cent discount. The bill caused debate in the Board of Supervisors. Supervisor Casey contended that the board had no right to thus fix a value on county "scrip," and expressed an intent to vote against allowing the claim. This is interesting, for the reason that this is the Casey who, some seven months later, shot James King of William and was hanged, along with Cora, two days after that by the historic vigilance committee. But the complaints of the hospital management continued. The *Bulletin* of April 11, 1856, published this "charge" which was made by "another patient": "Under the former management of the hospital a Bible and Testament were always placed near every patient; now they are not to be seen. Formerly mush and syrup were furnished to the patients both morning and evening; now it is only furnished in the morning. During Dr. Gibbons' management stewed peaches were occasionally furnished, and cabbage three or four times a week; now peaches are never given, and cabbage not once a month."

The Spreckels Wills

Regardless of how many wills may turn up signed by the late John D. Spreckels Jr., there appears to be nothing to prevent his second wife obtaining a full half share of all his property. Mrs. Spreckels had not obtained a final decree of divorce at the time of his death. The interlocutory decree was rendered only last March. The courts have held that even where a full year has elapsed and the final decree has not been entered, as it never is automatically, the wife is entitled to her full share of her husband's estate. The former Sidi Wirt is noted for her pulchritude. It attracted attention at the time of the divorce trial. During lulls in the proceedings it was her custom to sit perched on a chair in an ante room, smoking a cigarette and chatting with newspaper men. On one occasion she indulged in a dissertation on the modern evils of woman, among which she characterized smoking and drinking. She indicated that she might become a reformer or social settlement worker herself.

The English Sparrow

Recently on the editorial side of THE TRIBUNE appeared an article relating to the English sparrow, the pugnacious little bird that is so common in the towns and cities. This brought by mail a monograph reprinted from the American Naturalist, which gives interesting information about this little immigrant. The monograph doesn't say who was responsible for its introduction, but it became established in the vicinity of New York city in the period 1860-1864. Its spread through the Eastern States after having become established was phenomenal. The sparrow was first observed in California in 1871 or 1872, making its first appearance in San Francisco, and quickly thereafter made its appearance in many towns in the west central part of the State; but it was slow in invading the southern part of the State, not showing up at Los Angeles till 1907, or at San Diego till 1913. Illustrating its hardy character and aggressiveness, the scientist who investigated as to its presence in California found that in 1917 it had penetrated to the Death Valley region, a colony being found on the Furnace Creek ranch, which is 178 feet below sea level, and has a temperature that rises to 134 degrees. Undoubtedly the English sparrow embodies the greatest amount of pertinacity and aggressiveness in the smallest body of any living thing, unless the bumble bee is to be considered in its class.

Seems to Be a Pipe Dream

I infer that affairs operate as sluggish in Chicago. Miss Henriette Weber, music editor of the *Journal of Commerce*, sounds a strident note of apprehension and warning. She says: "San Francisco has offered to buy our opera company—the whole outfit from scene shifters to Mary Garden, and everything that belongs to the game known as producing grand opera. The offer stands, and will have to be accepted if Chicago is not forthcoming with the necessary number of guarantors; so put that idea where you can think about it, and if you have not already done your share toward making the future of opera in Chicago an assured thing, please do it forthwith." This is supplemented by Edward Moore of the *Tribune* in these few ominous words: "If the Chicago Opera Association is worth anything to Chicago, and no one has had the temerity to say that it is not, it behooves Chicago to look to it. The handwriting is on the wall." I made it my business to make inquiry for those in this city who are negotiating for the purchase of Mary Garden and her company, all and singular, the appurtenances thereto belonging or in anywise appertaining, and after a reasonably diligent search, failed utterly to pick up the trail. Inquiry in quarters where such information might be expected to be found elicited nothing in any degree confirming the somewhat hysterical fear of the Chicago alarmists. In fact the only expression

of any kind on the subject that I was vouchsafed came from "Doc" Leahy of the *Tivoli*, who expressed the opinion that "somebody in Chicago had been smoking too much poppy seed."

The Symphony Season

The announcement has been made that the symphony season will begin October 28. So little has appeared concerning this year's season that inquiry was beginning when the announcement came forth. Always there has been considerable publicity for months ahead. That there was not the usual amount preliminary to this season has caused discussion among those who are not close up to symphony management. It is a fact that money is tight, and there is less disposition to contribute it lavishly on luxuries than there has been in times past. The cost of symphony is treble what it was before the war. Of course it will be claimed that the class of music provided now is three times better than it was before Conductor Hertz took hold, but San Francisco symphony patrons are not so acutely attuned that they can sense this difference. It is held that symphony as managed here is more a social than a musical function. Conductor Hertz spent his summer in Germany and is expected in this city about the middle of September, with some new music, which is calculated to be in good time for the season's work.

Two "Sonny" Plays

By an unusual coincidence Maude Fulton, who is perhaps better known in Oakland than in this city, staged her new play "Sonny" last week at the same time that a comedy of the same name was presented in New York. While the plot of Miss Fulton's offering is different from George V. Hobart's, one wonders which will finally establish the right to the title. Certainly it would seem that the name of one or the other will have to be changed. Miss Fulton undoubtedly is hoping for a New York opening, and the fact that Gotham will have already seen Hobart's play would seem to indicate that she will have to be the one to find a new name. Miss Fulton's "Sonny" is a Western comedy with a rather unique plot. The "Sonny" of Mr. Hobart is something of a war play, and is interspersed with lyrics by Raymond Hubbell. Among those in the cast of the New York play are Ernest Glendenning, who played here for many seasons, and Russell Medcraft, well known among actor folk in Oakland.

Bacon On "Lightnin'"

The fact that Frank Bacon had his beginnings as a comedian with a local stock company attaches particular interest to the news that the run of his great play, "Lightnin'," which has established a world's record at the Gaiety theater, New York, was brought to a close on Broadway last Saturday. When the curtain was rung down the play had gone one day into the fourth year. The score stands at 1291 consecutive performances. The last performance brought the piece into its 153rd week, just over the line into the fourth calendar year. The company then had a respite of three days before the play was moved to the Blackstone theater, Chicago. In the three years Bacon was absent from the cast only one week, during which an understudy appeared and the latter then toured the chief Eastern cities as the star of a second company. Bacon earned a legion of friends here during an engagement of many seasons a score of years ago. He was seen in several old favorites, such as "Are You a Mason?" "Why Smith Left Home," "What Happened to Jones," and plays familiar to the theater-goer of two decades gone by. A San Franciscan who recently met him in New York says that his refrain in a quite extended conversation was "California." Though he struggled here and has achieved opulence there, the impression gained from his remarks was that he would rather barnstorm in California than bask in the white lights of Broadway.

Another South Sea Wayfarer

In what appears to be a serious narrative there is an account of a voyager in the South Seas who, according to his own story, out-O'Briens O'Brien. He is announced to publish a book, which is to be brought out next month by the Putnams, and will bear the title "The Cruise of the Kawa." It will detail the adventures of Captain Traprock of Derby, Connecticut, who claims to have discovered a new group which he has named, or which has somehow come by the name of "Filbert Islands." An interviewer, sponsored by the Putnams, has brought out some particulars of these virgin isles and their "most marvelously isolated" people. "They know nothing of the outside world. Crime doesn't exist there. The idyllic beauty of the Filbert Islanders in their daily life is exquisite. Warfare is unknown. Husbands and wives do not live together. These people have absolutely no memories. There is nothing to remember. Tomorrow is as perfect as yesterday." Just when the reader gets wrought up and resolves to know more about this elysium the discoverer begins talking about the Fata-liva bird, which lays square eggs. "I have heard them at night," goes on this interesting voyager, "as I reposed on my tree-top home.

Sometimes, you know, they lay eggs in the air and let them drop where they will. The eggs, bouncing through the trees, which are heavy with breadfruit and the tastiest nuts you can imagine, would often land on the vine-covered roof of my dwelling." The only mystery about this account is how anybody is thus permitted to use the name of responsible publishers in such connection.

Kipling in San Francisco

It has been stated in print more than once that Rudyard Kipling sojourned in San Francisco as a wandering journalist. The favorite story is that he was put on one of the papers here, but that his work was unsatisfactory; and not getting a permanent job, that he went to London, where as the world knows he soon became famous. The story was given this shape apparently with the purpose of belittling the literary judgment of San Francisco journalists and literati. The subject was under discussion recently, and doubts being expressed whether Kipling ever sought employment on the San Francisco newspapers, a letter of inquiry was addressed him by a well-known San Franciscan, as follows:

Rudyard Kipling, Esq., Bateman's, Burwash, Sussex, England—My Dear Sir: A dispute has arisen among some old newspaper men here as to just when you were in San Francisco, and as to what local paper you were connected with while here. If not too much trouble to recall, I would thank you to let me know just when you were here, and whether or not you were connected with the *Chronicle*, the *Call*, the *Bulletin* or the *Examiner*. I am an old printer and newspaper man, who many years ago "retrograded" into the law, which profession I have been practicing ever since. Assuring you of my appreciation of any information you may give with respect to the foregoing, I am, yours sincerely, FRANK C. DREW.

Rudyard Kipling, Esq. The answer was prompt and direct, as follows: Bateman's, Burwash, Sussex, 6th August, 1921—Dear Sir: I am in receipt of yours of July 19th. The only time I had the pleasure of visiting San Francisco was in the summer of the year 1889, on my way from Japan to England. I stayed in the city a week seeing the sights, as a traveler, and naturally was not connected in any way with the papers that you mention. Yours truly, RUDYARD KIPLING. Frank C. Drew, Esq. This will settle a matter that is frequently discussed among newspaper men, and at intervals breaks out in print.

Magnates Take Account

The announcement by the *Chicago Tribune* that it would cut the space devoted to professional baseball to half a column, and pay more attention to amateur effort, which it seems to regard as the more genuine sport, has not by any means escaped the attention of local magnates. They realize that if the *Tribune's* attitude sets a pace professional baseball is likely to receive a setback. For it enjoys an advantage that no other entertainment does—free and limitless publicity. The *Chicago Tribune's* position is that the sport has been over-fed. There are those here who hold that the scandals that broke last year, both on this coast and in the East, were due to this over-commercialism. THE OAKLAND TRIBUNE, I have been glad to see, while devoting as much space as any of its contemporaries to the professional game, has steadily lent its aid to the amateur or the "bush" side of the game, with such results in the development of clean sport, without the possibility of contaminating influences that have created such scandals in the commercialized sport, that it is able to understand most readily the idea that is launched from Chicago. The renewed interest in tennis and the increased vogue of golf are believed to have significance in this connection.

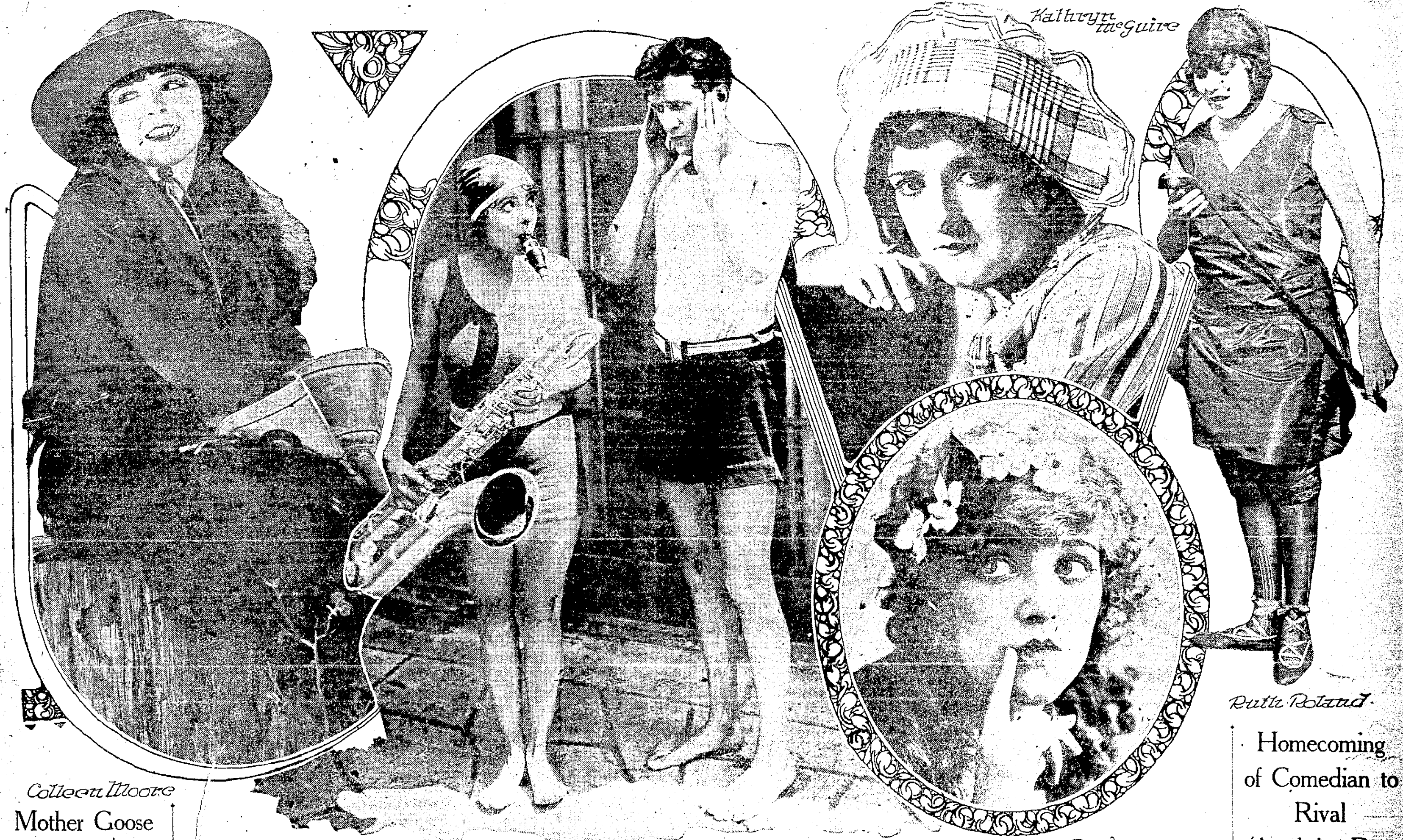
Fireworks Tabooed

Every Fourth of July there is a racket in more senses than one over fireworks. An ordinance has been in force that was supposed to safeguard life and property, yet which has been found to be full of loopholes. When buildings have gone up in smoke and children have suffered injury from exuberant pyrotechnics indignant citizens have protested and condemned and demanded more stringent restriction. Generally, it being all over for that time, nothing was done, and the next year the same situation was met and the same proceedings gone through with. This year, however, time has been taken by the forelock. Ordinance No. 5530 has been enacted. It is made unlawful for any person or persons, firm, corporation or association to manufacture, store, sell or discharge firecrackers, torpedoes or any sort of fireworks; provided, however, that public displays of fireworks may be given with the joint written consent and under the supervision of the Fire Marshal and Chief of Police.

The Park Aquarium

Work will begin at once on the construction of the quarter-million-dollar aquarium provided for by the Steinhart bequest. It will adjoin the Academy of Science building in Golden Gate park. The general public is not likely to realize the great undertaking such an enterprise is. Two years have already been spent on plans, all the greater aquariums having been visited, the data that each has gathered having been examined. Something is continually being learned about the conservation of fishes. On the Pacific Coast, where it is expected to get specimens from faraway sections of the great ocean, temperature and ocean conditions of the habitat of strange fishes have to be studied. THE KNAVE.

ALL LONDON PREPARES TO GREET IDOL, CHARLIE CHAPLIN



Colleen Moore
Mother Goose to Go Into Films at Last for Schools

Mother Goose and her children, our familiar domestic animals, the dolls of the nation are all destined to come to life on the screen for the instruction and entertainment of the school children of the country.

Such a series of films planned for the children of the primary grades for use in reading, nature and drawing—in correlation with drawing books—is being produced by Harry Lovey at his studios, 230 West Thirty-eighth street, New York City, and will be released through the National Non-Theatrical Exchanges.

The first of the famous rhymes filmed is "They diddle diddle, the cat and the fiddle, the cow jumped over the moon."

A group of school principals and teachers attending the summer session of Columbia University saw a portion of the uncompleted film and were enthusiastic over the possibilities for its use in the primary grades.

Doug and Mary, Too.

Doug and Mary are also numbered among the screen celebrities who have forsaken studio life for a season of travel. They are now in New York, and when they depart from there it is asserted that their destination will be Europe. Recently their press agent announced that the honeymooning couple would head for Wyoming immediately after witnessing the New York premiere of Doug's "The Three Musketeers" for the purpose of permitting Doug to begin the filming of "The Virginian," with Mary in the role of an interested onlooker. Admirers of the celebrated couple can take their choice until their enterprising press agent is inspired to write another travel story contradicting both former reports.

Girls, Watch Your Heels!

Betty Compson, Paramount star, has an aversion for run-down heels. When she was quite poor, in Salt Lake City, and could only afford two dresses a year, Betty says she invariably had her shoes mended every time they showed a tendency to run over at the heel. "This, and clean clothes, fresh laundered collars and cuffs," says Betty, "will make a girl look neat and 'dressed up' more than anything else."

New Film Tests For Miss Binney

CONSTANCE BINNEY spent her first day at the Realart Los Angeles studio in having tests made. This, owing to the different condition of light and atmosphere, is the common lot of every star, no matter how experienced, who comes from New York.

H. Kinley Martin, having photographed for a year one lovely brunette in the person of Bebe Daniels, should have no trouble in switching his lens and iris to another girl of the same description, i. e., Miss Binney.

What's a Vamp?

When the new motion picture censors of New York really get down to work, they will inevitably meet on the screen that species of the mysterious sex known as the "vamp." How hospitably they will receive this creature they refuse to divulge.

The fact is gleaned that there are pros and cons to the question of what to do with the vamp in the movies. Inquiry among vamp experts around the William Fox studio in New York brought out the fact that she is a many-sided creature.

Sam Kingston, Fox casting director, and the man who hired Theda Bara, says of the vamp:

"A vamp is a successful coquette, who appeals to the vanity of men and thus wins their attention."

Others around the Fox studio say she is willowy instead of plump.

She has snappy black eyes, the form of a gazelle, short skirts and thin stockings, instead of the tight fitting black dress in vogue among her type five years ago.

She has a thin face, dark hair and a brain.

As for her morals, if one may be excused for discussing her morals in public, they are all shades from lily white toinky bar, depending on whom you ask about her.

Wallace Reid and Lester Cuneo.
Clothes Are The One Big Drawback To Pleasurable Lives Of Screen Players

Chapter VI.
How to Dress for a Picture.
(By John Emerson and Anita Loos)

There is only one drawback to the pleasurable life of the motion picture actress. They draw big salaries; they get their names in the papers and are deluged with "fan" letters to such an extent that special postal departments are installed in their offices; the work is interesting and the hours comparatively short. But, alas, they have to have a lot of clothes. To be sure, the buying of clothes is a most pleasurable experience to all women and to many men. And, too soon, if they draw big salaries, why cavil about the cost of replenishing a wardrobe every now and again?

CONSTANT REPLENISHMENT

The fact is, the wardrobes are not replenished every now and again; they are constantly in a state of replenishment, and for that reason the average actor's bank account, no matter how big the salary, is also in constant need of being continually replenished. Every new scene is apt to require completely new gowns and suits, and, in the case of the actors who play the more important parts, no two suits or gowns can be worn in any two pictures or the fans will be sure to discover it and write mandatory letters to the studio.

In the case of the beginner, however, no such expenses need be met if he or she has one complete wardrobe to start with. People playing minor characters must dress for the part at their own expense, but no one notices or cares whether they wear the same clothes with which they recently graced the studio next door. If they play a part requiring a special dress or uniform the management will supply it without charge.

It is rather difficult for a newcomer to the film world to know exactly what clothes are required for his or her wardrobe. Therefore we are including the following

Wally Reids in Anger Over Gossipers

Can two geniuses exist in one family? The spotlight of public interest in this momentous question shifted from the Furze-Tollgens in New York this week to the Wallace Reids in Hollywood.

The spotlight served to throw the home life of the Reids into strong bas-relief against a dark background of rumors.

Just recently Mrs. Reid, known professionally heretofore as Dorothy Davenport, elected to return to the screen and obtained permission to use her husband's name in her billing. Mrs. Reid is playing opposite Lester Cuneo, a close friend of the Reid family, in a picture entitled "Behind the Mask," which is being produced by the Doubleday Production Company at the Warner Brothers' studio in Hollywood.

The Italian-haired Dorothy Davenport, who is playing opposite Lester Cuneo in this picture, is no indication that Wally and Lester are not as happy as we always have been. Lester is one of Wally's closest friends," she said.

Mrs. Reid's mother, Mrs. Day, reported, however, was inclined to be firmer in her declarations. She said that her son had been accused of some sort against the scandal-mongers who circulate such stories.

"In one publication just recently I read the most dreadful story about Wally owning a cabin in Laurel Canyon where he did considerable private entertaining. We have always known about this cabin. It is owned by a friend of Wally's and Wally is only one of many picture people who have gone there."

Al Andree Tridon, a celebrated psychologist, has declared that it is not possible for two geniuses to live under the same roof, and makes the point that either the wife or husband must stand in the background while the other enjoys fame and adulation.

But Mrs. Reid says there is no rift in the lute in her household.

Requiescent Dorothy Davenport. Hail Mrs. Wallace Reid!

Henceforth the titian-haired wife of the famous and handsome "Wally" will use his name on the screen. A contract specifying this has been entered into by Mrs. Reid and Lester Cuneo. Mrs. Reid will play the leading feminine role in a new film. The photo shows Cuneo and Mrs. Reid in the studio. "Wow! Oh boy!" says Lester. "As a saxophone player, you are a great bathing beauty." Mrs. Reid this week issued a denial of pending divorce.

Ruth Roland, queen of the serials, lately originated the new fad of golfing in a bathing suit, prior to a dip into the surf. Many of the enthusiastic feminine members of the near-beach country clubs of California heartily endorse this innovation.

Colleen Moore, Kathryn McGuire and Mildred Davis figure in stories on another page in this section.

Juanita Hansen in Vaudeville; Martha Mansfield Back Again

Juanita Hansen, the serial star, has closed a contract to play fourteen weeks in vaudeville on the Pacific Coast circuit. She is appearing in a "single" turn, devised by herself, and is to be shown executing several of the film stunts which have made her famous.

Called back from her engagements in vaudeville to support "Gangway Theatre" in "A Man of Stone," Martha Mansfield will be seen in Selznick pictures once again. Miss Mansfield supported "Gangway Theatre" and appeared as Eugene O'Brien's leading woman in several Selznick pictures.

Constance Binney, Realart star, is getting a real introduction to the scene, her first feature film to be released without deletion by the New York board of censors.

When Bessie Love now makes a personal appearance at a theater she doesn't rely alone on her "personality." Instead, she has been studying dancing with Theodore Kosloff, and has developed considerable technique as a toe dancer. She has surprised several audiences recently by dancing, rather than reciting for them.

Monroe Salisbury, before he starts his second independent production, will play a short stage engagement in San Francisco.

As soon as Harry Myers completes his role of Gilly, the crook, in "Turn to the Right," he is expected to start work in a series of independent productions in which he will be starred. The stories will be by famous authors and Myers will play his inimitable "Fannele" comedy role.

David Kirkland has written the screen version of Myrtle Reed's story, "The Sign of the Jack o' Lantern," which Lloyd Ingraham is to direct. He and Ingraham as directorial colleagues are veterans of the industry and have together worked various technical novelties into the play.

Ruth Roland
Homecoming of Comedian to Rival Armistice Day

LOS ANGELES, Sept. 3.—Charlie Chaplin, as, perhaps, all the world now knows, is on his way to England. His personal press agent, Keith Barron, indicates that Charlie has left his cloak of modesty at home. It has been many years since the world's greatest cinema clown has been in England, and just before he left his chatty shades behind he was a poorly paid vaudeville performer. Now he is the highest priced funmaker in the world and the adored idol of millions of its inhabitants.

A cable from the London office of the Associated First National Pictures states that unusual preparations are being made by the motion picture industry in England to welcome Chaplin home.

Representatives of the City of Liverpool will meet Charlie at the docks in the Mersey and more than ten thousand boys, dressed in Chaplin makeup, will accompany Charlie to the London train.

The largest delegation of London journalists that ever went to accompany a boat-train from Liverpool to London will bring Charlie back to the city where he spent his early days.

Great Scenes Expected

The plans of Charlie's reception in Liverpool and London are assuming gigantic proportions. Newspaper men say that no celebrity welcome in memory will get the welcome in England that is planned for Charlie.

Old timers predict that when Charlie reaches Trafalgar Square the scores of the Kinematograph Weekly, The Bioscope, The Picture Show and other English trade publications have joined hands with the scores appointed by Charlie's old friends to make the homecoming of the world's comedian, the greatest welcome any king, president or foreign potentate ever received upon landing on English soil.

Certain newspaper men have hinted that Mr. Chaplin might be knighted by the king upon his return. Other thespians have received that honor. Why not Charlie?

What a triumph will be that homecoming! A decade after he left the country where he eked out a bare living Charlie returns with

THEATRE
Direction W. A. RUSCO
Now Showing Matinee and Evening
4 Horseman of the Apocalypse
All Seats Reserved for All Performances at

If you see it in The TRIBUNE
Tell them so.

Screen Stories Different From All Others

By Thomas H. Ince

Screen stories should be constructed with special reference to their transference to the screen. Through our film medium we can only interpret life through pictures, and in this way, while at certain points, we are in touch with narrative fiction or dramatic form, at others we are widely distinct.

We have, by the very nature of our process, to translate emotion in terms of action. This action must be sustained, incessant and coherent. We are showing, not explaining, them and are deprived of most of the resources of fiction and nearly all of the conventions of the stage. This appeal is first to the eye and through the eye to the mind and soul. We are deprived of the aid of introspection and intricate character analysis, and must establish our characters instantly and obviously, and we are divorced from the greatest factor of the stage—the voice, with its subtle inflections and intonations that concede to many audiences in the spoken drama.

We, the producers, have been compelled by the limitations of our medium to create an entirely new technique distinct from the stage form of delineations. We have through years of experience and experiment created a distinct school of art expression suited to our needs, and we have in the course of these years brought into existence and trained experts whose special skill is devoted to the furtherance of this end.

We have also enlisted the aid of most of the greatest writers and dramatists of our time and have gradually directed their sympathies toward the vehicle. You will see, therefore, that the untried writer meets with a far keener competition in this field than in general literature, as it takes arduous study to bend a natural literary talent to the peculiar restrictions of the screen drama. Indeed, I may add that many of the greatest writers of today both in drama and in fiction often utterly fail to meet these requirements.

In compensation the untried author has just as much chance as the tried veteran in other branches of literature, as the producers are looking for screen drama and not for fine literature or eloquent rhetoric. He is in the market for ideas that are screenable, preferably dealing with American life, keenly and truthfully observed and easily recognizable by the masses who form our unlimited audience.

He is not looking for propaganda of any sort, platitudinous moralizing, spurious uplifts, or anything that turns a medium devoted to the wholesome entertainment of all sorts and conditions of men into a pulpit or a rostrum.

More of life, more of truth, more freshness and less iteration of worn-out themes that have long outlived their usefulness!

PICTURE QUESTIONS ANSWERED

Conducted in co-operation with First National Exhibitors' Guild, Inc. Questions will be answered even those calling for lists of addresses, which may be obtained in motion picture directories at any public library.

Quesada—"All's Baited" is an English picture, which is to be released in this country some time during the fall.

Quesada—"Bite of Life" will be Marshall Neilan's next picture. Lon Chaney, who portrays crook roles so excellently, will have an important part in one of the episodes. In "The Miracle Man," "Outside the Law" and "Treasure Island" he portrays characters of evil nature.

Quesada—"The Turning Point" is as follows: Katherine MacDonald, Kenneth Harlan, Nigel Barrie, Hedda Nova, Scott Lorraine, William V. Mong and William Clifford. The picture is a screen version of the novel by Robert Chambers.

Quesada—"Harrison Ford played the part of Norbert in 'The Peacock Blower.' The character of Anne Eoleyn was taken by Henry Portno in 'Deception.' 'Cardinal Wolsey' is an old picture in which Anne Eoleyn played the part of the queen, was played by Clara Kimball Young.

Quesada—"Bonnie Lass—Elmo Lincoln was 'Tarzan' in 'The Ape.' Thank you kindly for the snapshots. They were very interesting. I would gladly send you one of mine, but the fact is I never have mine taken. Yes, there's a reason.

Quesada—"Country Girl—Your letter must have gone astray. Of course, I would have answered it, but I forgot it. Eugene O'Brien played in 'The Perfect Lover.' 'Jane Byrne' is being filmed at present. Huko Ballin is directing the picture. I do not know the cast of characters.

Quesada—"Margaret W. Randolph Valentino has been married, but he is single at present. He was married to Jean Acker.

Quesada—"Dinnie—'The Champion' will be Wallace Reid's next starring vehicle. What has become of Grace Darmond? She will soon be seen in a new picture entitled 'The Song of the Lark.' Gaston Glass will play opposite her.

Quesada—"Sigmond—Caruso made only one motion picture. It was entitled 'My Cousin.' It was filmed about three years ago.

Quesada—"Mrs. Barrie—Irene Castle is married to Robert Tremont. Her address is 1154 N. Y. St. As to her age, she is still in her twenties. Wesley Barry is 12.

Quesada—"J. A. D.—Address your letter to Julian Ellinger, Ellinger Theater, New York City.

Quesada—"Betty—You ask what has become of Dolores Costello. As far as I know she has been appearing on the screen. She is to have an important role in the much talked of 'Peter the Great.' Oh, yes, I nearly forgot to tell you. Don't look for the picture under the name of 'Peter the Great.' That title seemed plenty good enough for John Barrymore in his sensational production. It is now to be known as 'Forever.'

Anita Stewart longs for California and is making plans to wind up her eastern vacation this month.



Mrs. London Is Bosworth Fan, She Admits

By Mrs. Jack London

While I cannot be strictly classed as a film fan, yet there is one cinema star whose pictures I always go to see if it is possible. I refer to Hobart Bosworth. My interest in the pictures is not a new thing. Bosworth is two-fold. In the first place he was a warm personal friend of my husband. In the second place, he is the living personification of the rugged, red-blooded, two-fisted men which Mr. London loved to write about.

I am now preparing a biography of my husband's life. In the earlier part it is full of the adventures of call of the sea, of many hardships, of obstacles overcome. In this respect it runs strangely parallel to that of Mr. Bosworth. Both men were born to endure and to overcome. Both had followed the sea, and, strangely enough, Mr. London had encountered a mate who was the exact counterpart of the Wolf Larsen described in "The Sea Wolf."

Is it any wonder that the two men had much in common and that they would sit by the window at night long comparing their adventures, discussing philosophy and books and an endless variety of things?

Both knew that life was no "kid-glove" affair. No one of his friends probably understood Jack's big, generous heart which was full of sympathy and understanding for all humanity better than did Mr. Bosworth. He, like Jack, knew life's storms and knew that most of humanity was experiencing them, too. And my husband found in his big, stern, rugged seaman a man not only of physical brawn, but mental insight—just the type needed to portray such men as "Bully" Brand, the hero of Mr. Ince's big and new production, "The City of Life."

Mr. London first heard of Mr. Bosworth when the latter came to the coast in 1916 to play in "Martha and the Lowlands." Soon after that Mr. Bosworth met Mr. London, and as soon as Jack saw the powerful physique and the forceful, dominating personality of Mr. Bosworth he declared he was the very man he wanted for his picture.

It was a pleasure for me recently to visit the Ince studios at Culver City, California, and watch Mr. Bosworth making the picture "The Cup of Life" for Mr. Ince. It is the story of a pearl smuggler and the hero is much the same rugged, almost savage character so often portrayed by Mr. London in his sea stories, a soul strangely hidden and almost afraid to let the vein of tenderness and deep feeling be known.

The Laughing Jacks

Hal Wilson, the noted character actor, who is now playing at Universal in support of Eddie Polo, wants to go to Australia to tell a bird what he thinks of him. He wants to go to a certain park in Melbourne and stand under a tree and make insulting signs at the widely known Australian Laughing Jacks. Twenty-five years ago this month Mr. Wilson sat in that park with a charming girl who is now his wife. "I'm going to America," he said, "and I'll make a name for myself." Just then the bird laughed. Now that Hal Wilson has established himself as the foremost character player of the American screen, he wants to go back to tell that bird how nearly its weird laugh came to costing him one wonderful wife of twenty-five years duration.

Bobby Vernon Injured

Bobby Vernon, Christie comedy leading man, while filming a scene at the Christie studio in Hollywood, Calif., lost his grip on a rope, fell, and injured his right foot and leg, and he was confined several days and a week elapsed before he could resume work before the camera.

New Unity for Plays Seen in Single Mind

One-man productions are the coming thing in filmdom. The superior pictures of the future will be produced by the man, who not only writes the story but directs it, titles it and edits it as well.

So stated Frank Borzage, famed director of "Humoresque," for he does not place himself as being in favor of big studio technical staffs.

"The author of the picture story is the man who logically knows its construction best," he said. "Frequently he may desire to incorporate more scenes in his story than are necessary to the action. However, when he sees his film finally produced he can easily eliminate such small parts of it as are irrelevant."

"When the screen author starts to direct his own stories then will we have big productions. He will literally 'feel' every emotion necessary to the action of his play. He will visualize situations more closely than, perhaps, the individual who has written the story. It is of secondary importance."

"The director of any film play should, naturally, be familiar with authorship to the extent that he can recognize any story he is called upon to produce. If he can play the role of the original author he stands every chance of having a more technically perfect production, because he will naturally be more familiar with every detail of production."

Dick Barthelmess manages to get in some bear and squirrel shooting while filming "Tollie David" in the West Virginia mountains.

Norma Talmadge puts off her Los Angeles visit from day to day but she's coming just the same, so she says.

RIGHT OF THE REEL

Anita Stewart expects to return to Los Angeles about October 1 when she will be starred in "Rose of the Sea," which will be presented by Louis B. Mayer. Miss Stewart's director has not yet been chosen.

The John M. Stahl "Song of Life" company spent a sweltering fortnight in the Mojave desert.

Marshall Neilan begins the shooting of "Penrod," with Wesley Barry in the title role, in about a week.

Charles Ray has commenced "The Dance of Spades," another Charles E. Van Loan story.

Raymond Hatton, who in his line has no peer on the screen, is again succeeding in the starring role of Goldwyn. He is appearing in his latest against the Wall, adapted from magazine story by John Frederick.

Frederick Warde, former eminent Shakespearean actor, has the role of Omar Khayyam in "Perdita," the production of "The Itabana."

Garth Hughes is now styled "Metro's boy star."

Buster Keaton's latest offering is called "The Goat." It has many exciting situations and is accused of having a real plot. Virginia Fox, as usual, is his leading woman.

Mary Miles Minter, Redstart star, who has been touring Europe in the interests of art and recreation, is due to return to Los Angeles this month. Her next picture offering will be Helen T. Martin's "Tillie the Menomonic Maid."

Sylvia Bremer will play opposite Calum Landis in the Goldwyn picture, "The Man With Two Mothers." Mary Alden will also have an important role.

Pauline Frederick, the screen's best emotional actress, is now working on "The Lure of Jade," which was written specially for the star by Marion Orth.

Charlie Chaplin today—photo just taken in New York. Note how his hair has turned gray at the sides.



Makes Bachelors Blush

Among our most modest screen queens count Elaine Hammerstein. She is demureness itself off the screen and in her picture work has never once stepped down from roles of refinement.

Nevertheless, she is going to make "Bachelors Blush." It is a story by George Weston that is to be directed by Alan Crossland of the Selznick staff. The Saturday Evening Post printed it first.

Charlie Chaplin to Be Haired Like Royalty in London Town

(Continued From Page 1-W)

millions of dollars in actual cash and with a yearly income exceeding that of the king of England, who recently hinted to Parliament that he was running low of cash.

The poor, underfed actor who took a job when he could get it and fell out of stage boxes for a pitiful wage which an American office boy would scorn today, goes back home with the world at his famous feet.

They tell various stories around Hollywood as to the reason for Charlie's sudden departure for England, but the one that has the best foundation says that last Tuesday noon Charlie received a telegram from London. As a result of that telegram Charlie left Los Angeles, homeward bound on Wednesday morning.

Charlie has left several so-called fiancées behind him. Fiancées for publicity only. May Collins posed as Charlie's girl of the valley for several weeks and received notices of publicity. Then Claire Windsor lost herself in the hills of Hollywood and when discovered the fact was blazoned to the world that Charlie had offered a reward of \$1000 for her recovery. This caused another fiancée story to become circulated. Other young women of the cinema colony have also sought to become identified with Charlie in a similar capacity, and in every case Charlie has been a good listener. To date he has uttered no word in denial, which is another good trait in a character that has more virtues than faults.

Strange as it may seem, it is considered to be a fact here that Mildred Harris is his first and only love, although the twain are separated in order to "sign for" the issuance of the decree. Since she has devoted herself to her art and is achieving success as a featured player at Clio Brown Players-Lasky studio in Hollywood, Friends of Mildred say that her domestic troubles have wrought a wondrous change in her, that she no longer is a butterfly, but has become a level-headed, earnest actress and a business woman of no mean ability.

Anita Stewart motored over from Bayview, L. J., to New York recently in order to "sign for" a big shipment of Paris-made goods that arrived for her from her Paris buyer. Film fans will see them in her next picture.

Charlie got the cable Tuesday. He was on the cross country express Wednesday morning with passage engaged for himself and personal staff on the "Olympic."

To New York Charlie carried

Chaplin's Invitation.

Just what did that telegram say? What old memories did it evoke? It came from an American who had managed to dig up some of Charlie's old pals in the East End.

"We are sitting here tonight in the famous old Cheshire Cheese restaurant, Charlie, thinking of you," the telegram read in effect. Her at the table are (there followed a list of Charlie's old pals on the variety stage and from his old neighborhood) drinking stout and ale to you. A few blocks up the street "The Kid" is turning them away. No picture in English cinema history has drawn such throngs as has "The Kid." Why don't you come home for a short visit to enjoy your triumph? We're waiting here for you."

Charlie got the cable Tuesday. He was on the cross country express Wednesday morning with passage engaged for himself and personal staff on the "Olympic."

To New York Charlie carried

OAKLAND joins in the national demonstration of the better motion pictures

4th Annual Paramount WEEK

THIS WEEK is Paramount Week—the greatest days and nights of entertainment since the day when you saw your first circus.

It's the fourth annual Paramount Week at that: and when anything happens four annual times in the motion picture world you can wager there's value there, in thrills and laughs and all the marvelous sensations you get when you see a Paramount Picture.

Nothing less than a national screen carnival—that's what Paramount Week is!

The greatest talent of the entire world prepares it for you! Paramount writers, actors and directors in California, New York and London—the largest organization in filmdom, which works on a scale so huge and so successful as to supply more than 11,200 theatres in U. S. A. alone with their photoplays year in, year out.

In Paramount Week you see all the best Paramount achievements of the year, the greatest to date.

But—such is the swift progress of the young art of the screen, such are the striking improvements every year, that the season 1921-22 will bring you sensational improvements in Paramount Pictures, greatly outdistancing all past efforts.

—improvements in all those vital details of a photoplay which make your breath come quicker, and your eyes shine brighter.

And you'll declare—
"That's the best show in town!"
That's what a Paramount Picture always is.

See the Poster in lobbies of theatres that show Paramount Pictures all the week of Sept. 4th to 10th. It's your guarantee that you'll see nothing but the best feature pictures—Paramount. When you see it go in.

See the Banner in front of theatres. It means the theatre that displays it is joining in this great demonstration of better motion pictures. Watch your stars banner up—go in.

COME IN—IT'S
Paramount
WEEK

At all these theatres, all this week—Paramount Pictures will be shown

T and D Oakland 11th and Broadway	ALLENDALE 2518 38th BIJOU Elmhurst CASINA Fruitvale CHIMES 5631 College	CLAREMONT 5110 Telegraph CIRCLE 4115 Telegraph ELM 94th Ave. FREEMONT Fruitvale	FRUITVALE Fruitvale GLOBE 1422 23rd Ave. GOLDEN GATE 5710 San Pablo MARQUEE 717 Market	PARK 94th Ave. PERALTA 14th and Peralta REGENCY 1116 Broadway RIALTO 2721 San Pablo	SEQUOIA 26th and Telegraph STRAND 24th and Telegraph TRIANGLE E. 14th St.
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Some of the Coming
PARAMOUNT PICTURES

Cecil B. DeMille's "The Affairs of Anatol," by Jennie MacPherson, suggested by Schiller's play. With Wallace Reid, Gloria Swanson, St. Helens—Liberty.

St. Helens—Liberty.

Stirling City—Orpheum.

Stockton—Lyric.

Stockton—Lincoln.

Stockton—T. & D.

Stockton—Stockton.

Sugar Pine—Amusement Club.

Sausalito—Orpheum.

Suisun—Novelty.

Tonopah—Butler's.

Turlock—California.

Taboo—Taboo Tavern.

Truckee—Paramount.

Ukiah—Victory.

Visalia—Visalia.

Virginia City—Virginia.

Vacaville—Strand.

Vallejo—Strand.

Vallejo—Virginia.

Wauwatosa—Creek—Ramona.

Waseca—Waseca.

Watsonville—T. & D.

Watsonville—Strand.

Weed—Club.

Westwood—Westwood.

Willows—Rialto.

Winnemucca—New—American.

Williams—Miller.

Willits—Willits.

Yosemite—Yosemite Am. Club.

Yuba—Bancroft—Main Bar.

Yreka—Peters.

Yountville—Veterans' Home.

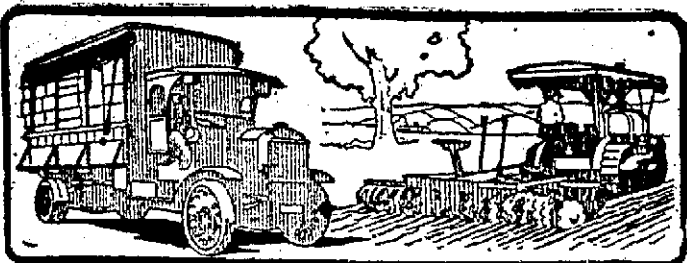
Honolulu—Con. Am. Co.

Manila—France & Conlette.

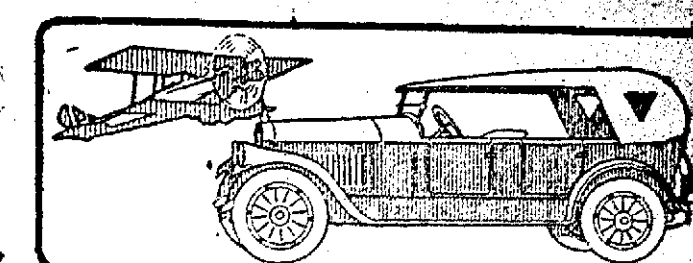
Shanghai—China—Ramos Am. Co.

Semora—Enlisted Men's Club.

Pacific Fleet—L. S. Navy.

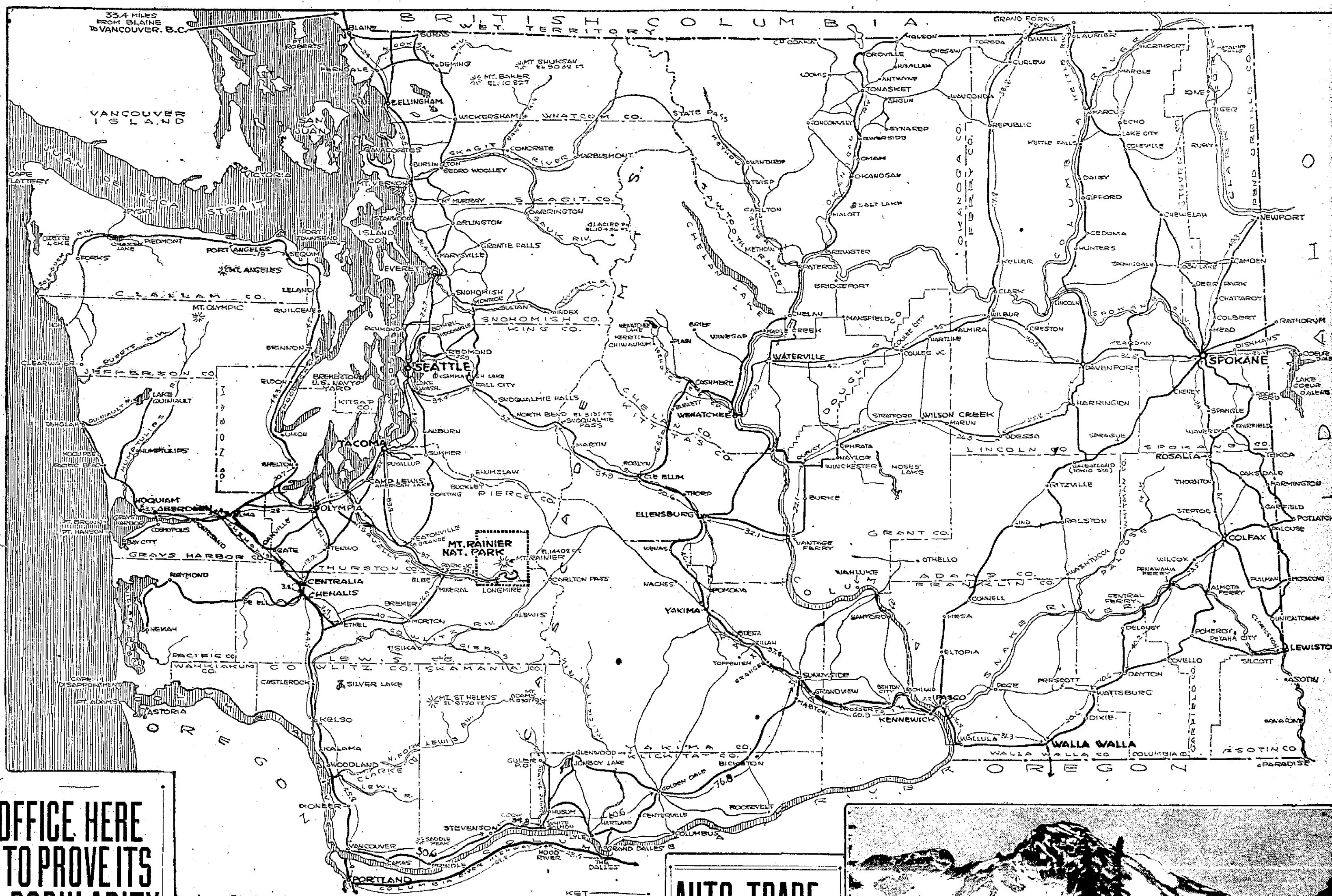


Oakland Tribune Automotive Section



VOLUME XCV OAKLAND, CALIFORNIA, SUNDAY MORNING, SEPTEMBER 4, 1921. O—PAGES 1 TO 14 NO. 66.

Eastbay Automobilists Enthusiastic Over Proposed Motor License Bureau



OFFICE HERE TO PROVE ITS POPULARITY

By JIM HOULIHAN.

Motorists! Slip a bit of praise to Mayor Davie, Harry Williams, City Attorney Leon Gray, the Merchants' Exchange and the Alameda County Automobile Trade Association for the persistent work they did to bring a branch office of the Motor Vehicle Department to Oakland. These men and the two organizations named were foremost among a number of fighting individuals and associations in the campaign to induce the governor and Charles Chenu, superintendent of the Motor Vehicle Department, to put in an establishment here, where Alameda, Contra Costa

(Continued on Page 3-O, Col. 6)

Washington Roads Being Improved Marked Changes Noted in Past Year

The state of Washington is taking its place among those which are displaying considerable enterprise in the construction of permanent highways. From a long distance view the general impression prevails in California among those who study road progress that the northern state will rank with the most advanced in America in the next few years. Particularly noticeable has been the improvement of the main road

about 38 miles. And if you are pressed for time the trip won't be a difficult one to complete in three days. It wasn't more than two years back that it took a week to negotiate the Oakland-Seattle journey and the undertaking was anything but a pleasure run.

Eastward from Portland, to Walla Walla and Spokane, the roads are also being improved. From Seattle to Spokane via Cle-Blum, Wenatchee and Waterville, signs of modern times are also seen in the changing touring conditions. Still another route into Spokane from Seattle is by way of Cle-Blum, Ellensburg, Wilson Creek and Davenport.

The distance from Portland to Seattle is listed as being 202.8. The gap between Portland and Spokane over the motor route is 431.8, while the distance from Seattle to Spokane over the favored highway is 223.8.

As a scenic attraction Mt. Rainier ranks among the grandest Washington has to offer motorists but there are other natural havens of ruggedness and beauty which combine to make this state one of the most interesting, viewed through a motorist's eyes, to be found in the Union.

AUTO TRADE SATURATION SCOFFED AT

By F. ED. SPOONER

DETROIT, Sept. 2.—What about these new companies who are starting in the automobile world? What show have they if old companies are on limited production? Where are the new ones going to get off? How are the new ones going to dispose of their stock? Is it not true that the market for automobiles has reached the point of saturation? These and many other questions all work towards that one point—saturation. It is a strong reminder of the farmer who paid his first visit to a circus and saw the elephant for the first time. When he emerged and got to thinking about it, he said: "You can't tell me. There ain't any such animal." There is not and never will be a saturation point in the automobile business. "There ain't any such animal," but just the same the bugbear comes up regularly for discussion. Wise men array themselves on both sides and at times the argument grows heated. For some time there has arisen few questions on the matter.

Starting in motor car manufacturing by so many big men of the industry has aroused some to the statement that the manufacturing field



will again be overpopulated and thus hasten that situation which all desire to avoid. The wise men smile and some of them state that a saturation point with conditions right will never be reached, while others say that they plan to make a car which will earn its own way. They state that

(Continued on Page 3-O, Col. 1)

HERE'S A VERY COMPLETE TOURING MAP, SHOWING the main traveled roads in Washington, which Ket prepared for The TRIBUNE Touring Bureau. Add it to your present collection of maps which The TRIBUNE has printed this year and you will have a record of all Pacific Coast motor routes within the borders of the United States. Mount Rainier, which is shown beneath the map, is Washington's best known natural scenic playground.

BARNETT-HERCULES BODIES
At the New LOW PRICES
BETTER VALUE Than Ever
BAYNE, BROWN & CO.
12th and Madison Sts.
OAKLAND
Lakeside 1131

New Goodyear
New United States
Tires Cheap
33x4 \$20.00
34x4 1/2 \$30.00
Slightly stuffed, but they bear regular factory guarantees.
Howard Auto Co.
2300 BROADWAY, OAKLAND

La Honda Roads to Open Today, Monday
The La Honda road in San Mateo county will be open today and tomorrow, the touring bureau of the California State Automobile Association is advised. On Tuesday, September 6, however, the road will be closed again for an indefinite period.

ZENITH
for Every Car
CARBURETORS
NO ADJUSTMENTS—NO TROUBLE
THE LIBERTY MOTOR CARBURETOR
Beckman Machine Wks.
Expert Auto Repairing
5704 SAN PABLO
Office and Salesroom, 2507 Broadway—Oakland 7281

COME TO RENO
and divorce your tire troubles with
KELLY-SPRINGFIELD TIRES
L. G. RENO CO.
(Distributor)
Twenty-third and Broadway
Oakland 2749

SEE THE NEW WILLARD ALL RUBBER BATTERY
It would take a page to tell all about the new all-rubber Willard Battery. Even the box is rubber. It is more efficient. Men who know have declared it to be revolutionary in the battery world.
AUTO ELECTRIC SERVICE CO.
Webster at Twenty-first Street Phone Oakland 1065

VEEDOL Motor Oil
HEAT RESISTING
Federal Tires
GIVE EXTRA SERVICE
Double Cable Base
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A. E. BERG
Distributor
2023 BROADWAY
Lakeside 243

Battery Service
NIGHT AND DAY
We recharge and repair all makes of batteries and guarantee all repairs one year. Expert auto repairing. Generators and starters repaired.
Imperial Garage & Supply Co.
ESTABLISHED 1906
1426 FRANKLIN STREET 1433 WEBSTER STREET
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DEALER GETS FRANCHISE IN BAY DISTRICT

Reo passenger cars and speed agents will be distributed in Alameda and Contra Costa counties by H. A. Hine Company. This announcement, awaited with much interest by the trade and owners around the bay cities was made by L. Emerson, president of the Reo Motor Car Company of California, a concern recently organized by city officials, to take care of distribution throughout California and Oregon.

Selection of Harry Hine to handle the territory came in a rather peculiar way and provides a story more interesting by far than the usual automobile transaction. In the deal Emerson secured a valued lieutenant of Hine who he considers—d trade opinion is inclined to back his opinion—one of the most active motor vehicle franchisees he could get.

When Emerson organized his sales office he selected Hine to head the passenger car division. Hine who, as been in the automobile business a number of years, both for himself and as ranking executive in distributing organizations, learned much that he didn't know about the car in his month with Emerson.

"How does the Oakland territory?" asked Hine.

And then Emerson learned that a month selling Reos had convinced his sales manager that it was time to back with his own money. The result was that Hine of the contract.

"To an experienced automobile man like Hine," said Emerson, "the franchise presents exceptional active possibilities. I most certainly wanted to part with such a valued associate, but I was also glad to see the Oakland representation in such experienced and competent hands."

Naturally, Hine is all enthusiasm in succeeding in obtaining temporary agents at 3741 Broadway until such time as he can have a building erected. His temporary place, however, provides ample room and facilities for sales and service and permits him to get started immediately. He is in a position to give square service, he says the sales agents will take care of themselves temporarily. Just as soon as possible Hine will move into a new building of his own construction commensurate with the line he is presenting.

Hine's affiliation with the new line is in keeping with the character of other dealers in Northern California. His years in the business have found him almost exclusively associated with high grade cars and trucks. Pierce-Arrow Cadillac and Lincoln received most of his attention.

"My experience in marketing motor vehicles has taught me the value of sticking to a quality product," said Hine. "I found that in Reo yesterday I interviewed owners who had driven their cars more than 10,000 miles. That's a lot of service in an automobile, but I frequently find that with owners who have gone over the 150,000-mile mark."

"No one could learn such facts without winning an unequalled confidence in the car. Service in the car, the test of a motor vehicle. When I was satisfied of the exceptionally fine quality of the car I the speed wagon I had no hesitation in seeking the dealership."

"Another point that influenced me as that I wanted a line that would provide both passenger and commercial vehicles. Of course, most everyone who knows anything about commercial cars knows that the Reo Speed Wagon is the world's most popular hauling unit. Its worth is demonstrated by leadership in sales all over the country. Knowing that is just as serviceable as the car, I

THIS WAS FIRST CAR BUT NOT FIRST PRODUCED

L. T. Herbig, general sales manager of the Service Motor Truck Company, Wabash, Indiana, was driving his new 1921 Hines 55 touring car to his summer cottage in southern Michigan. He had just purchased the car and was taking it up to his family as a surprise to add pleasure to their vacation.

As Herbig drew up at his summer home, his young son stepped up and gazed at the familiar Hines trade mark on the radiator. "America's First Car," he read as he slowly spelled out the words.

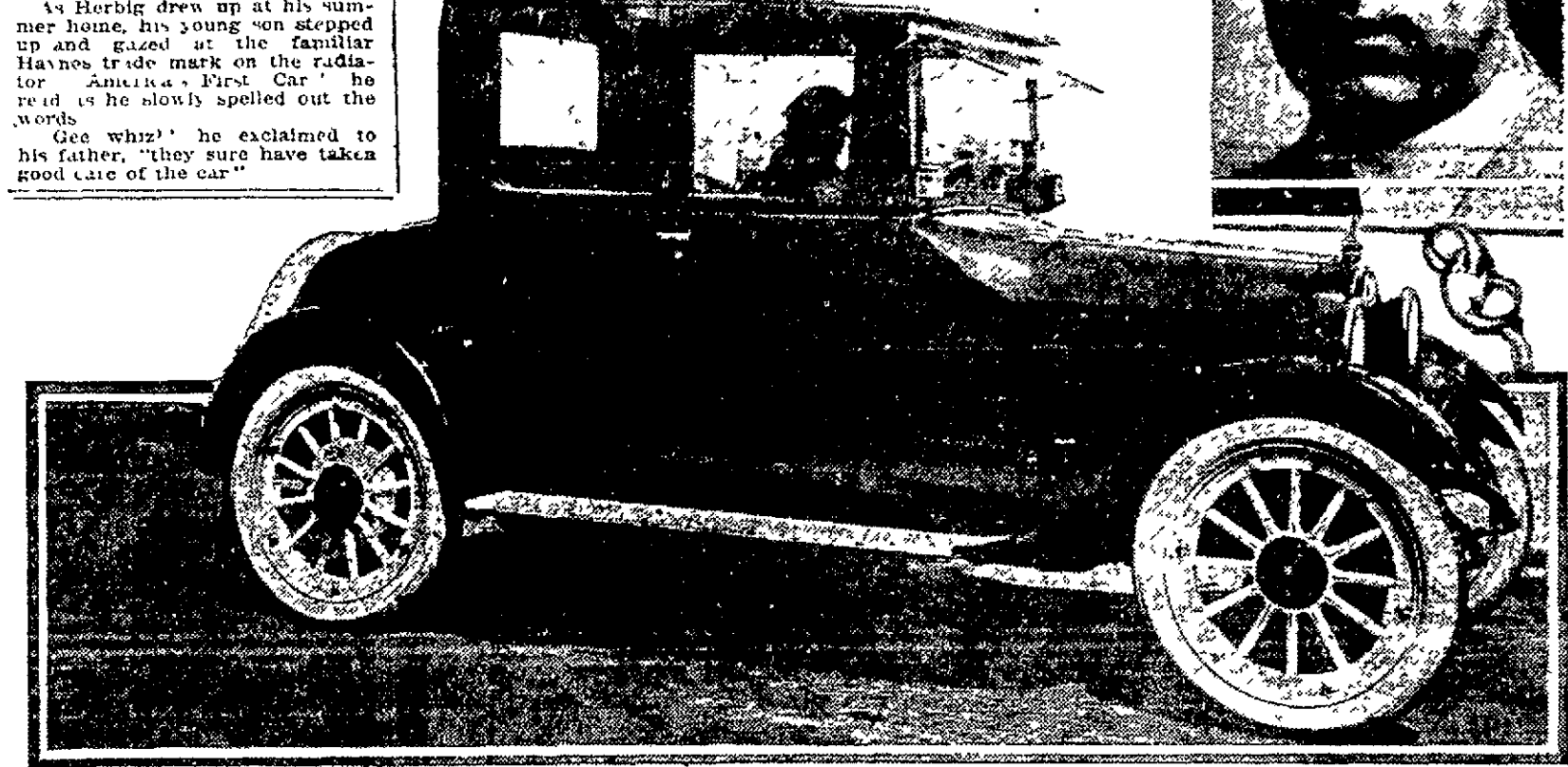
"Gee whizz!" he exclaimed to his father, "they sure have taken good care of the car."

Need of Auto Was Recognized in 1875

From an old volume of the session laws of the Wisconsin legislature, it is found that in 1875 a prize of \$10,000 was offered to any citizen of that state for the invention and production of a machine propelled by steam or other motive agent which would be a cheap and practical substitute for the horse and other animal on the highways and farms.

Coast-Built Axles Exported To Orient

Glover E. Ruckstell has announced that his company has already commenced exporting a Perfecto Two-speed axle to the Orient. Last week a large shipment of this California product went to China and two consignments have gone to Lord dealers in the Hawaiian Islands where the two-speed axle has won favor with the island motorists.



S. F. SALESROOM STIE IS SELECTED

That San Francisco is an ideal location for a factory branch of the Leach Biltwell Motor Car Company of Los Angeles has been decided by M. A. Leach, president of the company, and arrangements have been completed to open a salesroom in that city. A long time lease has been obtained on the new quarters, which will be opened early in September.

The new factory branch will be located at 1905 Van Ness Avenue, formerly occupied by George Campe. A force of decorators and artists have been engaged to convert the showroom into the finest display quarters in the west. It will be fitted up in Oriental style with Chinese and Japanese rugs and decorations.

A complete line of the latest models of the Power Plus Six will be displayed.

Appointment will be made shortly by the Leach Company of its San Francisco representative, Miller and Alf, who are connected with the financial department of the Leach Company, will retain their present quarters, it has been announced.

HARRY HINE, AND THE REO COUPE. HINE HAS BEEN appointed Reo dealer on this side of the bay. He has been connected with motor car enterprises for many years, and knows all angles of the business.

Auto Helps in Detective Work Plays Part in Ferreting Crime

What part does the automobile play in the detection of crime? This question can be easily answered, according to Leonard Hutton, branch manager of the Walter M. Murphy Motors Company, Lincoln distributors.

"Today," states Hutton, "the detection of crime, not only in America, but in other parts of the world, has been reduced to nearly as possible to an exact science. To meet the up-to-date criminal the police have been obliged to seek the aid of scientific instruments and not least among these are the motor car and the motorcycle."

"It has been stated that the automobile has completely revolutionized the art of detecting crime in London's famous Scotland Yard. It is now a matter of speed, and then more speed. The factor of time in reaching the scene of a crime is most important at the present day. The criminal is a spy individual, and to catch him the representatives of the law must hurry. A detective who arrives on the scene of a crime to

60,000 WILL FIND WORK IN PLANT

At Ford's new River Rouge plant, the largest of its kind in the world, is taking place one of the industrial marvels of American history, according to S. S. Nerney, general manager of the William L. Hughson company, Ford distributors.

This is an undertaking, Nerney states, that, when completed, will provide employment for 60,000 men. The plant spreads over 356 acres and within three years it is expected that it will employ 1000 acres with a total cost of \$70,000,000. Detroit's entire industrial development is being redirected, it is stated, as a result of Ford's River Rouge activities.

The government is dredging the river in a manner that will add eight miles to the city's dock facilities. Ships from Ford's ore and timber lands will be able to unload directly at the plant and also coal and sand from its own properties.

A number of interesting economies are to be noted at the plant. Blast furnaces are hooded and gases arising from that process are led to the power house for use as fuel. Every exhaust pipe is hooded and the steam used in heating or else condensed for the boilers. Boilers develop 26,000 horse power and are said to be another of the "largest in the world" features of the plant.

These facts, according to Nerney,

NEW ROAD TO SANTA CRUZ ONE OF BEAUTY

Have you been over the new highway to Santa Cruz?

If not, you had better make the trip. The road is one of the most wonderful in the State. It compares with the Yosemite country, and you can imagine what the Sierras will look like when the road through Merced canyon is built, of concrete.

There is one thing to remember on this trip over the mountains into Santa Cruz," points out Mrs. P. K. Webster, Sheridan dealer, and that is "there must be no speeding."

The Los Gatos to Santa Cruz highway is wide enough for two cars, but not for three, and there is no place on the whole road where there is a straightaway of more than a hundred yards.

This means that the highway is simply one long series of curves. The State Highway Commission has erected a sign just outside of Los Gatos, announcing that twenty miles per hour is the speed limit and the other marker is near Glenwood.

"Twenty miles an hour is a safe speed over this road, and speed of fliers are there in profusion to see that no one goes faster than that."

The main danger comes from those trying to pass on the turns. The road opened only last week, and since that time thousands of motorists have traveled over it, so you see that there is every chance of a car coming from the opposite direction when you try to pass on one of the turns.

"There is no use mincing words. The trip over the mountain section of the road will be the slow moving parade on Saturdays, Sundays and holidays, but it is far safer to move slowly than to try to speed and find yourself down in the bottom of some canyon."

"You can make this trip to Santa Cruz from Oakland, eighty miles, in three hours, without hitting the high spots. If you are in a hurry do your fast driving between Oakland and Los Gatos and make up your mind to stay put when you drive over the mountain road."

"Drive carefully and enjoy the scenery. There is plenty of opportunity to make time between Los Gatos and Oakland."

MOTOR MUST BE EQUAL TO TESTS ROADS DEMAND

"The necessity of a car being equal to meeting road emergencies that unexpectedly turn up cannot be too greatly emphasized," said Gilbert Woodhill, Pacific coast representative of the Kissel Motor Car Company, during a recent visit at the headquarters of Latham, Davis & Company, Inc., Kissel distributors.

It is one thing for a car to perform satisfactorily over city boulevards and quite another thing to drive the same car over slippery, muddy country roads without going into a ditch.

ALWAYS MARKET FOR USED CARS

The disposal of used cars is admittedly one of the hardest problems that any dealer has to solve, nevertheless there is always a market for used cars that are in condition and of real value.

Good cars, even after years of service and the hardest usage, if right, are saleable, particularly in the rural districts if their performance and dependability has been exceptional.

Such a case was brought to the notice of Butler-Veitch this past week.

A garage owner, Mr. Hugh H. Brown from Fair River, Shasta county, reported to them that he had an old model "9" Doot which he bought in July, 1916, and which he had used ever since in rough service running about the mountain roads of that district, that he had made many record trips with it and that it was still going strong. Last week he said that he had made a trip with it from Alutras to Redding, a back, a distance of eighty-five miles, in four and three-quarters hours, a good record for any car under the local conditions.

He said, however, that the old boat had become so rough-looking that he decided to sell it and get one of the new models and that so well known was its dependability, that he had sold it in Redding for \$650 cash.

THOUSANDS GO OUT ON AUTO JAUNTS

There are hundreds of thousands of cars on the roads of the state today, and almost all are on pleasure jaunts. Men who use their automobiles during the week for business, take the family for Sunday and holiday trips.

In California there are four big events, usually four day holidays, or most of us make them so. One is Memorial Day, at the beginning of summer when hundreds of thousands through the resorts and the mountains to get their first glimpses of the high places, the second is Fourth of July, the third is Labor Day, and the fourth is Admission Day.

You may have noticed the long stream of motor cars leaving the city yesterday," points out Herbert D. Bell of Bell and Boyd, Overland and Willys-Knight dealers.

"Practically every car was loaded with camping material or baggage of some kind. There are a thousand and one places to go and camp near here now. With the opening of the Los Gatos to Glenwood highway, a new country is opened. There are several resorts in the Santa Cruz mountains which have been cut off from motor travel for almost two years. These are reopening their harvest now and will continue to do so all year round."

This new road opens one of the most scenic wonderlands in the West. There are a thousand places to go and camp and have a lot of fun.

Of course there is Yosemite, which is at its best at this time of the year. Indian summer prevails there. The days are warm and pleasant and the nights cool.

The Tioga Pass is open and thousands have crossed it this year. In fact motor cars have crossed this pass this year than ever before in its history.

The Lake Tahoe country is popular. This trip can be made easily in three days, with a full-day at the lake for fun. You can drive up there in a short time. Start early Saturday and you will be at any of the Tahoe points in time for dinner. Stay the over night, and the next day and come back Labor Day.

"You can bet that the roads will be thronged with home-coming motorists tomorrow, and that all who have traveled will have had a lot of fun."

Question—Do you think there would be any money in a specialty shop where one-ton attachments are installed? Since the large concerns like Ford, Dodge and others have brought out regular trucks, don't you think the attachment business is sort of shot to pieces?

Answer—Not by any means is the converter business "shot to pieces." There remain the thousands of second-hand cars for conversion. In fact, it is true that the converter is the logical thing for the second-hand car, relieving the dealer of the used car problem and also supplying cheap commercial cars for small merchants.

It's not what you used to be—that counts --it's what you are to-day.

BUY AN IZZER

Everybody now realizes this is a Studebaker year.

And every Studebaker owner understands why—ask them.

Open Sundays

WEAVER WELLS CO.

3321 Broadway. Phone Lakeside 250

Chester N. Weaver Co., San Francisco

Cole Aero-EIGHT

Just Made for California!

Memorial Chapel Stanford University

ADVANCED ENGINEERING

The ultra-modern design and construction of the Cole Aero EIGHT are the reasons why it is considered to be the best investment on the automobile market. When other automobiles are out of date the Cole Aero EIGHT is still up to date, and therefore more valuable.

The application of aero-type engineering principles to the Cole Aero EIGHT give it shock-absorbing qualities that are largely responsible for its long life. It stands up under the strain of hard service.

"There's a Touch of Tomorrow in All Cole Does Today."

80-horsepower, high efficiency, high economy motor; 15,000 to 20,000 miles on tires.

2-pass. Roadster	\$2550	4-pass. Sport Sedan	\$3995
4-pass. Sporter	2895	5-pass. Sedan	3995
7-pass. Tourster	2795	7-pass. Sedan	4995
4-pass. Coupe	2695	7-pass. Tourster	4295

E. A. B. Indianapolis

COLE MOTORS, Inc.

3034 BROADWAY, OAKLAND

VAN NESS AT CALIFORNIA. SAN FRANCISCO

We have some good used Cole Aero EIGHTS at reasonable prices

The Good Maxwell

The good Maxwell literally pays its way, day by day, and month by month, by rendering reliable, economical transportation to the entire family.

Lou H. Rose Co.

Distributors of Chalmers and Maxwell Motor Cars

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1236 Van Ness Ave., San Francisco

MAXWELL

Class Ads Bring Results in The Oakland Tribune

DE SEES
TURATION
UNLIKELY

always room at the top for product. They are right in business is to be obtained for W. C. Durant is proving

ED MOTOR WIZARD.
aking of Mr. Durant, he is spot in the lexicon of business great motor wizard is atting every day that a start made anew, and he is also conclusively that W. C. is a car put in the market by who stands well, by men who ill in the automotive world. seems already assured. that scores of his friends is on the part of all in his

personal equation enters to business. The character of his reputation, his per- and his ability for doing big much bearing upon the success of his venture. His for inspiring the confidence of others is a big asset. W. C. ad every one of these qual- when he lost his immense or the better part of it, he his main capital remained. friends rallied to his ban- ded in again successfully the new enterprise of

is now the head.
THINGS RAISED.
is true of W. C. Durant is others who stand on a like the automotive field. there are in addition to hat will succeed, the bet- have a good chance to suc- inance, for example, like 'backer Motor Car Com- men give that combina- a full of the future. For E. Walter E. Flinders, Harry am, Roy Hood and their as- and last, but hardly least by, Eddie Rickard, backer, ce of sensate known the- r. These men have reputa- rsonality, business repu- racter and ability and every that, and members were men- gen said: "That organi- ill get by."

are, of course, others who ed in the days, and there is numerous, too. These organizations are men as reputation. But the day, as said, when anyone at all able to enter the field, there is a successful company is ver. The present situation rable to the last days of the inness. Perhaps that state- wrong, for the number made today is greater than by the last days of the bicy- is meant the days of 1900, when the automobile was in its infancy. The decline in the fever- est which had been shown e bicycle era of the nineties, saw bicycle factories in town after town. The train the posted bicycle d name the bicycle maker located there. The decline d hundreds of these com- over and out. The stock- ers remain and a few were on time to time and scored. But wild speculation ceased

HARDLY LIKELY.
a saturation point, which is as a possibility at any e in sight now in the au- aid of America and of the it is probable that men like urant, Barnet Everitt and ders would ask their friends t them in the promotion of automobile manufacturing. Hardy so. These men, which would include C. and John R. Lee and their s in the Willis company and ore, undoubtedly studied the carefully and decided that s still a market for a good fact, they are proving that dy in spite of the slump in business and consequent up of the automobile busi-

week men are found seek- at with which to start in the ure of cars. They have a signed or have an idea for novel design and so on, once in a while some stock enters the office to dispose in some company which is ing to get under way. That a hard job and admits the e has a stock line of argu- including the old one about ner in which one dollar in Ford mounted up. His argu- the wise men are just so dle talk, for the wise one ast original dollars invested Ford Automobile Company the dollars that achieved in the Ford Motor Company promotion and restricted ders. However, that is ground the subject for the ques- reaching of the satura- ent statistical article pre- ows that the start of automobile manufacturing indus- e has been manufactured, 775,000 cars, of which about arters of a million have been

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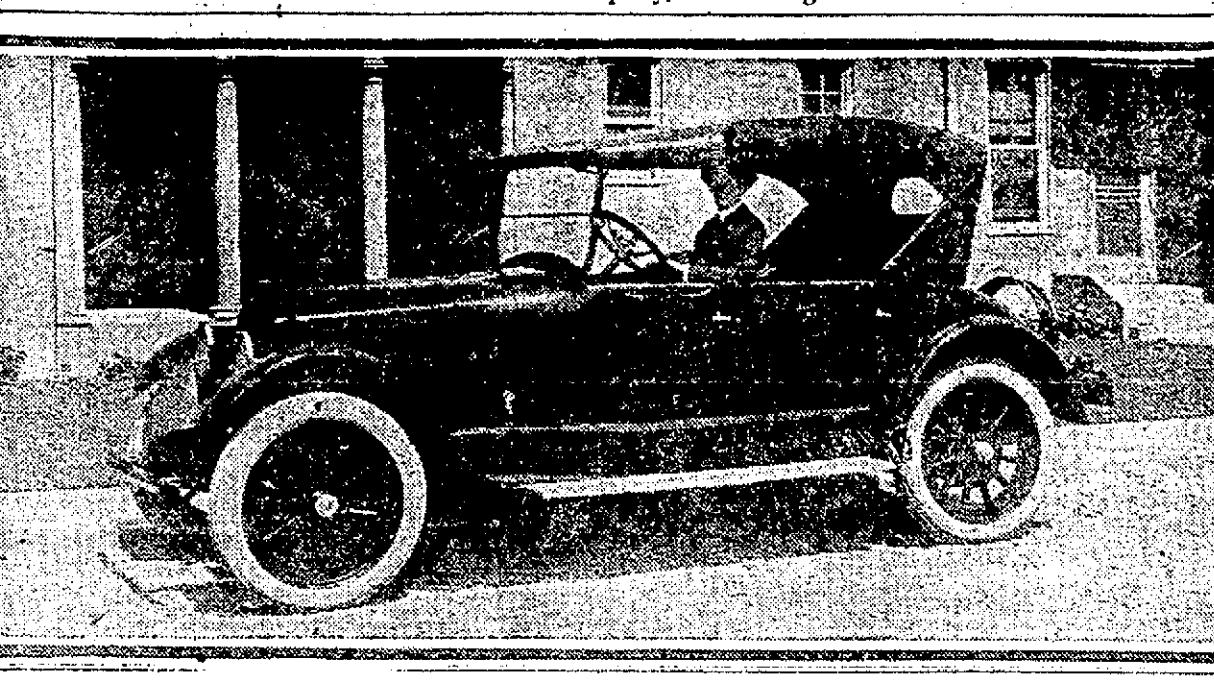
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THE PEERLESS ROADSTER, WHICH IS THE LATEST OF THIS TYPE TO BE RECEIVED here. The Pioneer Motor Company, is handling this car here.



Yosemite Season Successful One
Big Herd of Elk Are in Park

August went down in Yosemite history as one of the most successful months in the annals of the valley, according to Wallace E. Curtis, assistant manager of Camp Curry. It is estimated that there are about 20,000,000 prospective purchasers, which includes a matter of as many families represented by the 20,000,000 men.

fact, there is a glowing example of the possibilities of the motor car market in Southern California, where one car is owned to every five people, which means one car to every family, on the average.

ROADS TO DECIDE.
And were the population of America as a whole, of the United States is meant, to own cars in like proportion to Southern California, there would be in use today 18,000,000 automobiles in America. The time when that number will be used will be when all parts of America are blessed with good roads such as they have in California and when that time comes the makers of America will have a replacement of about 3,000,000 cars yearly. As it is now, being the car on a life of six years, the replacement figure is 1,500,000 and, adding 500,000 new car owners each, normal year, the prospective sale without undue increase is about 2,000,000 cars yearly. As long as the babies are growing up there will be a steady market for new cars to first users. The earning powers of the 20,000,000 prospective car owners, according to the statistician, Leonard P. Ayers, vice-president of the Cleveland Trust Company, who made the investigation, is sufficient to allow them to own some sort of a motor-driven vehicle. He says that in 1920 there were in use in America about 42 cars for every 100 white men of the voting age, the number varying from 25 to the 100 in the East and South Central states and 60 to 100 in the Pacific states. He can find no reason to compute a saturation point for the number of cars possible to market will depend upon the prosperity of the country largely.

Mr. Ayers believes that new users of cars for many years will be people of moderate means who will buy lower priced models. He has found that the replacement markets to date have amounted to about 500,000 cars yearly, but says that it will shortly amount to 1,500,000 and that present production figures of the factory is at present about 1,000,000 more cars yearly than would be required to maintain the existing use of machines on a constant basis. With increase in the export business the enlargement of output which will come with the start of well known companies will be cared for. The present capacity of the industry, in the opinion of this Cleveland banker, will double the number of cars in use in the next few years. The proposition as put by Mr. Ayers on analysis would indicate that the 18,000,000 to 20,000,000 cars to saturate the country will be in use in a few years, giving an annual replacement of 3,000,000 or more.

Your First Opportunity to See
The New 1922
HAYNES
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Think of a Haynes at this price
\$2085 Here
Now Displayed at Our Salesrooms
Pre-war price with many improvements
Philip S. Cole, Inc.
Phone Oakland 2500
2424 Webster St.

YOUNG BEAR
MAKES HOME
ON AUTO CAR

The bear is emblematic of the Golden State and the Native Sons of the Golden West have adopted him for their official emblem. On September 5th the Native Sons will hold their annual celebration and whenever it is possible for any of the lodges to secure a cub, the officers invariably go to considerable trouble to have the bear ready for their "big doings."

While traveling through Groveland en route to Yosemite Valley, Frank Herman, advertising manager of the Howard Automobile Company, spied a young cub playing in the front yard of a house. Knowing how anxious the Native Sons were to get the loan of a bear, Herman made arrangements to have the precocious brown cub taken down to San Francisco in a Buick car, so that he would be all ready for the annual celebration on September 9.

Like a true sport, the bear made the entire trip on the running board of the Buick, giving passing motorists a regular treat as he went through all sorts of maneuvers of a comical nature. This little bear was captured in the wilds of the Sierra Nevada mountains, and has been the pet and main attraction of the town of Groveland ever since.

"Dutch" Lubker, his owner, brought him down from the tall timber belt. Recently this cub has no further desire to ramble in the thick underbrush of the Sierras, judging by the manner in which he has become attached to the running board of the car, and traveling in style about the country.

The bear is as playful as a kitten and the youngsters derive much pleasure from feeding him sweetmeats and through wrestling and tumbling about with him. Native Sons and Daughters who have already made the acquaintance of Mr. Buick Bruin say that he has as much "pep" and energy as "Kid Valve-in-the-Head."

Q. What is a "no hook" tire? I saw this type mentioned in connection with a speed test of a Packard.
A. It is nothing more than a straight side tire, the words "no hook" being used to indicate a certain make of straight side.

OFFICE HERE
TO PROVE ITS
POPULARITY

(Continued from Page 1-O)

and Santa Clara county motorists and automotive dealers could secure quicker service with less effort than now obtains.

And while you are passing out these checks give the chief executive of the state and the motor vehicle boss a little recognition for having consented to a branch for Oakland. One gathers from a study of conditions that half a dozen other communities have imported these state officials to open offices in other localities. The line on added operating expense is watched pretty closely in these days when the trend is to cut overhead instead of increasing it, consequently the efforts which brought about a decision to give this city first consideration for a new registration headquarters compels that all credit be given the men who secured favorable action.

LOCATION OF BRANCH.
In conversation with a TRIBUNE representative Friday, Chenu stated that the branch would be in operation prior to the time for license renewals, but he would not set a definite time for its inception.

Office space must first be secured in a locality free from traffic congestion. The offer of city officials to give necessary space in the city hall, while appreciated by Chenu, will probably be turned down because the civic structure is located in a district where parking is difficult. Since many motorists visit the registration office each day, it is Chenu's intention to find headquarters away from the center of the city. Upper Broadway may offer such a place.

A small staff of men and women, about six persons, must be trained in departmental labors. Unskilled help will not do, Chenu declares.

The new local office will be empowered to issue licenses for new cars, handle transfer of licenses and give out operators' and chauffeurs' licenses.

CONVENIENCE GREAT.
The convenience to the motoring public will be better appreciated when the Oakland branch is functioning. The delays which now

Highways Built
by Rome Excel
Roads of Today

BERKELEY, Sept. 3.—Highways of ancient Rome, built in 200 B. C., are in better condition than many of the California roads of today, according to Professor Max Radin of the University of California.

As proof of his declaration, Professor Radin says that the Appian Way, built two hundred years before the Christian era, is today one of the finest roads in Italy.

"Automobiles may safely use the road," he says, "and although it is narrow, it remains to this day in excellent condition."

The professor's explanation of the superiority of the ancient highways is that they were not built to sustain travel only during the term of office of the ruling consul.

As proof of his declaration, Professor Radin says that the Appian Way, built two hundred years before the Christian era, is today one of the finest roads in Italy. "Automobiles may safely use the road," he says, "and although it is narrow, it remains to this day in excellent condition."

When the renewal period expires on the 1st of next March, there should be a legitimate excuse for any owner in these parts not to have secured the 1922 license plates. Contra Costa and Santa Clara counties motorists will find it more convenient to deal with the Oakland branch than they will the San Francisco motor vehicle office, for the distance is less and traffic impediments are removed in the ride to Oakland.

Former Publicity
Man Opens Agency

William J. "Senator" Morgan is at the head of the Morgan Motor Car company, of Newark, N. J., which will conduct a Ford agency and Ford service station in that city. Morgan, who has long been identified with the industry, was connected with Ford until 1916, when he left to take up publicity work. Associated with him in the new company is William C. Gibbons, who was at one time connected with the Ford Chicago branch.

TRUCKS HELP TO
INCREASE FARMS

Some interesting figures were forthcoming in a recent report of Frank C. Jordan, Secretary of State of California. In this report it was stated that there were 872 farms in California in 1850. In 1910, it was stated, this number had increased to 58,177, while in 1920, the big total of 117,559 had been reached. This report, according to Jordan, that the increase in the last ten years had been 29,475—nearly twice the increase of the ten years 1900-1910.

There are several reasons to explain this. The perfection of irrigation has done a great deal to reclaim arid soil, while new methods of agriculture have played their part. To try mind, however, one of the most vital forces that has made farming in California more profitable and alluring during the past decade has been the advent of the automobile and the motor truck.

"Figures don't lie and you can readily see how inaccessible farms have been made to pay by their owners who have the use of the automobile and the motor truck. In this connection the Federal truck and the Ford have been tremendous factors. Then, with the advent of the motor car, the state's highways have become so improved that travel along them is now rapid and safe during all of the seasons. I look for a further development of our agricultural interests and believe that the motor truck's value will steadily increase as a method of transportation, not only here, but all over the country."

Weight and Pressure
In Tire Discussion

We hear a great deal of discussion on the subject of weight as related to tire pressure. Every car owner knows it is bad for the tires to force them to carry more weight than they were intended to bear. Unfortunately it is not always possible to avoid overloading the car, nor can the driver be expected to weigh each passenger and then pump up his casings to meet the demand about made on them. When it becomes necessary to carry extra weight, the car be driven slowly with all care to avoid unusual bumps and temporary overload will probably result in no damage to the tires.

The
STUTZ
will be distributed in
Northern California by the
CALIFORNIA STUTZ COMPANY
at 1145 Van Ness Ave.

THE new Stutz models will be on display this week—every San Francisco motorist will want to inspect them! Every present Stutz owner will want to ride in them!

The Stutz has over a long period of years built a reputation for honest values. It now offers the same sturdy qualities, the same high-grade performance, the same powerful motor, with minor improvements and refinements, at a reduced and most attractive price.

The purpose of the CALIFORNIA STUTZ COMPANY will be not only to emphasize to you the many qualities which give Stutz its unquestioned leadership today, but also to serve present and prospective owners in the most courteous and efficient manner.

STUTZ MOTOR CAR CO., OF AMERICA, INC. Indianapolis

All Stutz owners are invited to visit our excellent parts and service department in the building at the
Southwest Corner of Post and Franklin
where efficient mechanics will make your needs their command.

REPORT GIVES CONDITION OF STATE ROADS

The information following is compiled by Manager George S. Grant of the touring bureau of the California State Automobile Association from reports received from the club's own employees operating from the San Francisco headquarters, or branch offices. In outside territories reports are received daily from reliable correspondents. Touring motorists are advised to call at the nearest office of the club in order to receive information as to any change in this report, due to storms, road construction, etc.

Road to Hanford.—The road from Fowler to Landon and Hanford will be closed for traffic until September 25, and motorists going from Fresno to Hanford will follow the highway to Kingsburg, thence highway to Hanford. Or, for those who do not wish to go as far south as Kingsburg, there is a good road leaving the State highway at the west end of the Kingsburg plant at Selma, going directly west for 6 miles, north 1 mile and west into Hanford. This road is known as the Wildflower road.

Coast Line, San Francisco to Los Angeles.—Leave San Francisco via Market to Tenth, Potrero avenue and San Bruno avenue to San Bruno or Market to Valencia and Mission to San Mateo, Palo Alto, Mayfield (due to paving in the town of Mayfield, motorists will encounter a detour of approximately 1 1/2 miles, which they cross the railroad tracks twice; present detour not very good, but understand arrangements are being made to water it and keep it in fair condition), San Jose, Santa Clara, San Francisco, San Luis Obispo, Santa Maria (except 3 1/2-mile detour just north of Santa Maria, traffic being detoured along side of work) and Zaca, all paved. Fair dirt road to Los Angeles, thence Solvang. This road better than Gaviota Pass, coming into Gaviota Pass just beyond Solvang. From this point to Los Angeles motorists will encounter a detour of 1 1/2 miles, which is under control, traffic being delayed about 15 minutes. Highway Los Angeles to Santa Barbara, Ventura, Hollywood and Los Angeles, with the exception of about 2 miles of rough pavement just north of Goleta.

Gilroy or Hollister to Fresno. via Pacheco Pass.—Fair dirt road from either Hollister or Gilroy to Bell Station and over Pacheco Pass. Do not go into Los Banos on dirt road; turn north, thence short stretch of highway into Los Banos, thence thus avoiding the Washboards. Leaving Los Banos there is a detour of 10 miles as follows: Turn to the left at railroad crossing in southern hills of Los Banos, thence 3 miles over good gravel road to Standard pumping plant, through gate of Miller & Lux ranch and follow temporary route signs for about 7 miles, reaching the main road, which will be necessary to open and close three gates on this detour; however, same is in good condition. Fair dirt road to Dos Palos, paved to South Dos Palos, good, Firebaugh and Mendota, rough for about 8 miles and fair to Kerman, paved Kerman to Fresno.

Los Banos to Merced.—After leaving detour at Los Banos, motorists will encounter fair dirt road for about 10 miles, thence turn left on highway to Elido and to within 3 miles of Merced.

Tracy to Los Banos.—Short stretch of highway out of Tracy, thence fair dirt road to Westley, highway to Patterson, Crows Landing, Newman and Gustine, except they are paving in the towns of Newman and Gustine (good detours have been provided), follow best temporary route signs. Highway out of Gustine for short distance, thence 6 miles good gravel road and dirt road to Volta and Los Banos. Do not route from Gustine to Volta via In-Somar.

Fresno to Hollister via Merced Hot Springs.—Highway Fresno to Kerman, fair dirt road to Mendota. It is not necessary to route north to Firebaugh, but motorists should follow a dirt road leaving Mendota via the main street, going southwest 1 mile to a red barn. Pass the red barn and continue on to the sign in-

dicating the Big Panoche road. Do not use Big Panoche road or Rattlesnake Canyon, both very bad; but follow our best temporary route sign to the Little Panoche and Merced Hot Springs. This is all good road and thoroughly signed, saving considerable mileage over the Firebaugh route. Hotel at Merced Hot Springs is comfortable and prices reasonable. There are no gas or oil stations between Mendota and Merced Hot Springs. Good mountain road from Merced Hot Springs to Hollister, via Sacramento to Red Bluff via East Side—Highway Sacramento to Marysville, Gridley and Chico. Also highway to Oroville. Highway Chico to Los Molinos and 1 mile beyond, thence 4 1/2 miles dirt road to Gerber and Roberts, highway to Red Bluff.



WILL KING'S HELLO OAKLAND COMPANY AND THE OLDSMOBILES IN WHICH THEY RODE THROUGH THE streets of the city. They had a lot of fun, and so did Markham and Purser, Olds dealers here.

Redding to Portland.—Graded state highway in fair condition; however, there are stretches that are getting a little choppy, due to heavy traffic, and motorists should drive with caution between these two points. Dunsmuir to Sisson, use old county road, fair. Sisson to Weed, use old county road, in good condition; main road closed for grading. Weed to Galesville, rough, rocky and dusty; Yreka to the state line, good; state line to Grants Pass, highway; Grants Pass to Grants Creek, good macadam; Grants Creek to Wolf Creek, paved; Wolf Creek to Galesville, paving being laid at both Wolf Creek and Galesville. Detours are not available and traffic is slowed down over at least every two hours. Good macadam Galesville to Canyonville. From Canyonville to Myrtle Creek grading is under way with several short detours, and it is necessary to use the detour via Kiddle. These detours are in fair condition. Paved from Myrtle Creek to Roseburg. Continue directly north from Roseburg to Denny, partly on the new highway, partly on short detours and partly on the old road. These detours are changing from day to day, but are marked so that motorists have no difficulty in finding the road. Paving is reached at Denny and from this point there is either pavement or first-class macadam for 28 miles to Drain. Between Drain and Divide there are two spots undergoing paving operations, but traffic is being handled every two hours. New pavement Divide to Cottage Grove, Eugene, Walker and to within half mile of Creswell. Long detour to Goshen changed and improved. Paved Goshen to Eugene and Junction City and to a point 7 miles north of Monroe, totaling 37 miles of paving. Rough detour around concrete paving, over dirt road, entering Corvallis via Philomath road. Good gravel road Corvallis to Albany.

There are alternate routes between Junction City and Albany via east side on main Pacific highway and on river road. Take old road Junction City to Harrisburg, crossing county free ferry. At Harrisburg take Pacific highway through Hal-

sey, Shedd and Tangent. This road rough to fair, as several sections are being graded. River road out of Harrisburg to Peoria, thence Albany, is longer and a little better, but heavy traffic is cutting surface. General reports indicate that West Side highway Junction City to Albany via Monroe and Corvallis is better, notwithstanding detour, as total distance more than half paved. Paved highway passed from Albany to Gravenhorst Corners, thence short detour into Salem, well signed. Paved Salem to Oregon City and Portland, except detour account concreting between Aurora and Canby, this detour now being in very good condition.

Mount Lassen.—There are three routes into Lassen Peak. First, leave highway at Anderson or Cottonwood to Manzanita Lake through Viola and Shingletown, fair dirt road. From Shingletown thence approximately 3 miles of trail to the top of peak. This trail is steeper than the main trail on the southern side of the mountain. It is possible to continue from Manzanita Lake to Poison Valley and on to Susanville, although this road is not advisable. Excellent camping facilities and fishing at Manzanita Lake. Motorists going in this way should be equipped with a camping outfit and provisions; no stores or hotels. The second route is to use the road from Red Bluff to Mineral Springs via Paynes Creek and you can continue east from Mineral Springs for 4 miles and turn left, continuing 3 miles to a newly constructed forest service road. At this point it is necessary to leave the automobile and continue over very poor country roads to the top of the mountain. We are not recommending this route. The easiest and best route to Mount Lassen is to take the road to Drakesbad, which leaves the Chester-Red Bluff road just west of Chester, and it is 10 miles of fairly good dirt road to Drakesbad. From this point one can take saddle horses to the foot of the trail

to Mount Lassen. This is the best route of all three. The crater of Mount Lassen is steaming constantly from 27 different vents. It is assumed that these vents are relieving the pressure further down the mountain and prohibiting any further activities as long as they are open.

Klamath Falls.—Motorists from the south should follow the left-hand route of all three. The crater of Mount Lassen is steaming constantly from 27 different vents. It is assumed that these vents are relieving the pressure further down the mountain and prohibiting any further activities as long as they are open.

Center Lake.—Meaford to Prospect and Union Creek, good dirt road, fair from this point to Anna checking station; good to Crater Lake. The road around the rim of Crater Lake is open. Crater Lake to Klamath Falls, rough from Crater Lake to Fort Klamath, rough and rocky from Fort Klamath via the east side of Klamath Lake to Klamath Falls. The detour between Algona and Klamath Falls has been eliminated; however, the west side route via Harriman Lodge will be best route for balance of season.

More than 800 applications for space have been received for the French automobile show, to be held in Paris, October 5-15. The amount of space requested has broken all records of previous years.

WILL KING GIRLS, ENJOY AUTO DASH

When Will King's gang of girls hit Oakland to put on their new show, they were greeted with a flock of Oldsmobiles, and paraded through the streets of the city. The girls have the time of their young lives and the Oldsmobile dealers, Markham and Purser, also had some fun. As soon as Dick Purser heard that the company was coming here and wanted transportation, he invited them to use his Oldsmobiles, and they did. They were paraded through the streets of the city, down Broadway and out again, and they enjoyed every minute of the time.

In addition they were taken for a trip through the city, over the Skyline boulevard, and out into the canyons over the hills. It was a new experience for many of the girls, because most of them have been in the East for some time, and they simply revelled in the climate and hills here. They had a fine time and admitted it.

When New Rings Do Not Stop Oil Leak

It frequently happens that after new piston rings have been installed for the express purpose of stopping oil leaks, the condition continues just the same. It may be necessary to lap in the rings for a really satisfactory job. If the cylinder has been worn out of round, it will be necessary to fit the ring to the altered shape and lapping is necessary.

TRACTORS, TRAILERS BIG MAIL AIDS

In Chicago where there are 39 railroads with 19 terminals and about 500 trains incoming and outgoing daily on which express matter is handled, the transfer of express has been one of the most serious problems. The American Railway Express, in order to facilitate the movement has been conducting a significant experiment which, according to reports that are available is proving eminently satisfactory. Monthly express business, including delivery and pickup averages about 1,500,000 packages of which 50 per cent is transfer. Each day between 45 and 50 cars, solid with express matter pass through the city without requiring inter-city transfer. The express company has a big problem in the movement of the remaining transfer matter and employs about 300 power vehicles for handling the deliveries and transfers. During a period of 24 hours, 1,937 loads of transfer freight, averaging 65 pieces to the load, are hauled by motor trucks.

After making a study of the tractor and trailer system which is used by the Post Office and a number of mail order houses it was decided to make the experiment for the express business. Mack tractors and Lapeer trailers were chosen as equipment. One of the benefits first observed was the reduction in the expense to the express carrier of handling the transfer and making the express matter transported less susceptible to loss by theft. The Mack tractors and trailers have been assigned to and are used in this service exclusively. The trailers are of the closed body type which travel under lock while in transit across the city, preventing loss or theft of parcels and protecting them against bad weather conditions.

At present the Express Company has in Chicago four Mack tractors of 5-ton capacity and 14 semi-trailers of 3 1/2-ton capacity. Three of the tractors and 12 of the trailers are in daily service. The remainder being held for reserve or relief work. Each tractor hauls an average of one and one-half loads per hour, the average distance per load being about two miles. The number of loads hauled by each tractor in 24 hours is more than double the number hauled by the regular 3 1/2-ton trucks and three times the number hauled by horse-drawn vehicles. In addition to the very favorable showing in the number of loads hauled by the tractors compared with the gas cars it has been demonstrated that the cost of operation of the tractor and its family of four trailers is not materially greater than for one 5-ton truck.

According to R. H. Morris, manager of the San Francisco branch of the Mack-International Motor Truck Corporation, the experiment of the American Railway Express now being conducted in Chicago is being watched in all parts of the country. Wholesale grocers, packing houses, department stores and other firms that must of necessity handle a large number of packages anticipate a reduction in operating expenses through the system of deliveries being made while other cargoes are being loaded simultaneously.

Victory of Murphy Surprises Frenchmen

The victory of the American car in the French Grand Prix automobile race was a true American victory, with an American car in the Van derbilt-Cup race in this country.

product and was driven by Jim Murphy. The team was piloted by Albert Champion and Barney Oldfield. The ignition and spark plugs were all of domestic manufacture. The pit was in charge of George Robertson, the first American to win a race was a true American victory, with an American car in the Van derbilt-Cup race in this country.

Prices Again REDUCED!

ON



Ford Overland Chevrolet NOW \$34.50

Guaranteed 2 years

Battery Service Co.
1910 Telegraph Ave.
Oakland, Cal.

Longest Life by Owners' Records

The FRANKLIN

Prices Effective Sept. 1, 1921

F. O. B. Syracuse

Touring	\$2350.00
Sedan	3350.00
Brougham	3200.00
Two-Passenger	2300.00
Four-Passenger	2300.00
Demi-Coupe	2650.00
Demi-Sedan	2750.00
Touring Limousine	3800.00

FRANKLIN MOTOR CAR

2536 Broadway, Oakland
B. W. HAMMOND, Manager.
Phone, Lakeside 4400.
1635 California Street, San Francisco

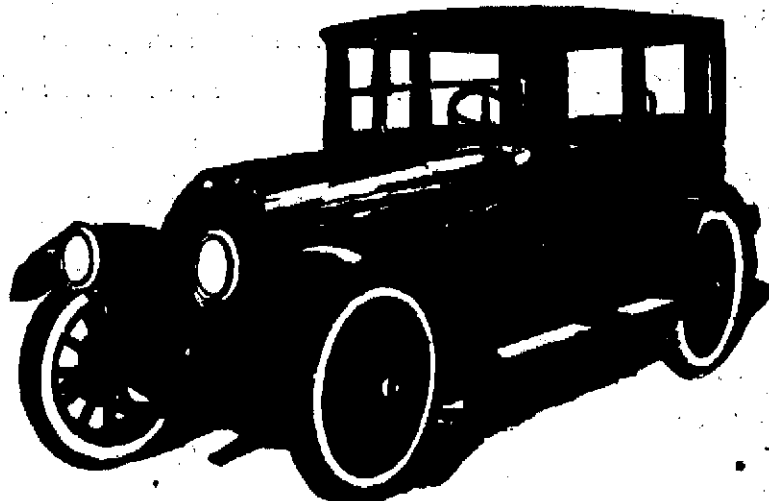
The FRANKLIN

PRICES EFFECTIVE SEPTEMBER 1st, 1921.
Touring Car \$2350 Sedan \$3350
Other types in proportion All F.O.B. Factory

WHAT a car will do and what it costs to do it are, and always have been, the tests of a car's real worth. No car stands up under such tests more favorably than the Franklin. Light, flexible and direct air cooled, it goes when and where others cannot—with a comfort and ease of control they lack—free from many of their troubles and annoyances. Yet this service costs less. See owners' averages:

20 miles to the gallon of gasoline
12,500 miles to the set of tires
50% slower yearly depreciation
(National Averages)

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2536 Broadway, Oakland
B. W. HAMMOND, Manager
Phone Lakeside 4400.
1635 California Street, San Francisco



Forty Days to Paint a Velie

THE famous "mirror finish" of the Velie motor car is produced by forty days of painstaking hand work with the best of paint and varnish.

This is typical of every detail of the Velie.

Built to endure, to give continuous performance under exacting conditions, the Velie motor car at the same time maintains its lustre and its distinctive appearance.

Thus it is that pride and satisfaction in the Velie are always found among the increasing number of owners of this up-to-date motor car.

Webb Motor Company
3010 BROADWAY OAKLAND 2471 SHATTUCK AVE. BERKELEY

Velie Distributors

5000-MILE JOURNEY TO CANADA TOLD

Telling a story of interest to every automobile owner and making many valuable suggestions to the tourist, James A. Ballentine of San Francisco, accompanied by Mrs. Ballentine and seven children, has just returned from an automobile camping tour of Canada which was made in his Cole Aero Eight.

Ballentine, who with his family left San Francisco on June 22 on this journey that carried him nearly 5000 miles, made the following report of his trip to Sam S. Keeney, manager Oakland branch, Cole Motors, Inc.

"The route taken was via Sausalito ferry, San Rafael, Napa, Davis, Woodland, Williams, Orland, Corning, Red Bluff, Redding, Dunsmuir, Sisson, Weed, Yreka, Medford (Oregon), Grants Pass, Eugene, Albany, Salem, Portland, The Dalles, Pendleton, Walla Walla (Washington), Spokane, Rathdrum (Idaho), Sand Point, Bonner's Ferry, Kalispell (Montana), Flathead Lake, Polson, Kalispell, Belton, Appar, Lake MacDonald (Glacier Park). Then by railroad fifty-six miles to Glacier Park station, Many Glacier, Lake McDermott, Cardston, Alberta (Canada), Macleod, High River, Calgary, Banff, Lake Louise (July 16).

"The return route was as follows: Lake Louise, Banff, Calgary, High River, Macleod, Peralie (British Columbia), Kingsgate, Bonner's Ferry (Idaho), Sand Point, Rathdrum, Spokane (Washington), Walla Walla, Pendleton, The Dalles, Portland, Salem, Albany, Eugene, Grants Pass, Medford, Crater Lake, Medford, Dunsmuir, Redding, Red Bluff, Chico, Marysville, Sacramento, Stockton, Oakdale, Yreka, Smith's ranch, Buck Meadows, Yosemite, returning to Oakland, thence via Manteca and Tracy to Oakland and San Francisco (August 10).

"We pitched two tents every night and slept on cots and in the car, cooked all of our own meals and carried very few provisions. We left our seat cushions at home and substituted blankets. During the trip our combined gain in weight was nearly fifty pounds.

"To get a drink in Alberta one has to go before a royal commissioner, who for a fee of about \$5 issues a certificate which entitles the holder to procure all the intoxicating liquor a licensed physician will prescribe for him until the expiration of the certificate. We did not meet anyone who had had a drink nor anyone who had met anyone who had.

"The rule of the road has been changed in Alberta and in eastern British Columbia during the past year and all vehicles now run in civilized fashion, keeping to the right instead of to the left as formerly. The speed limit in Oregon is twenty-five miles an hour. In Idaho and Montana it is thirty, and in Canada it is twenty-five.

"We found the roads and turnouts so well marked that we seldom had to ask our way even in passing through large towns, such as Portland and Spokane.

"Until we learned by experience, we had some trouble with our trailer, but none afterward. We learned that ball bearings in the wheels will not stand the jar and that roller bearings are necessary. We found

THIS PICTURE OF A COLE AERO EIGHT WAS TAKEN on Canadian territory, and, as it plainly shows, the owner is a San Franciscan who was a long way from home in his search for a vacation.



that solid rubber tires were good for less than 1000 miles, but that ordinary fabric non-skid pneumatics would probably give 10,000 miles, judging from their present condition. We also learned that a universal joint was absolutely necessary in the trailer coupling. We had three trailer punctures. The first one occurred in the middle of a very warm day and we were overjoyed to discover that the engine air pump of our Aero Eight was long enough to reach the trailer tires.

"We have tried both ways very thoroughly and we are fully convinced that for campers the trailer plan is far better than that of loading the running boards and crowding the tonneau. Backing with a trailer is awkward until one has practice, but he soon has plenty and it is then very easy. After our coupling had been properly fixed and we had air in the trailer tires, we never noticed either a push or a drag from the trailer, even on steep hills, and often looked back to see if it was there.

"I would advise anyone touring Canada not to ask for the 15 percent premium to which his American money entitles him. It makes them mad. They want to take it to the bank and get it themselves.

"We left San Francisco with four old tires and a new spare tire. The last of these old tires was on one of the front wheels when we reached home and had traveled more than 22,000 miles. The other three had all traveled more than 10,000 miles and were on the car when we reached Walla Walla on the way home.

"Many hundreds of miles were traveled at an elevation of more than 7000 feet. Many roads were as rough as the Big Oak Flat road into Yosemite and nearly as steep. In one climb, a detour between The Dalles and Hood River, we were in

low gear for about twenty-five miles. The roughest road we encountered was between Kingsgate, Canada, and Sand Point, Idaho, on the way home."

California Product Wins Favor in East

Glover E. Ruckstell has received word from Captain Eddie Rickenbacker, who is now in Detroit, to the effect that the fame of the Perfecto two-speed axle which is manufactured by the Ruckstell Corporation, has already reached the midwestern states. Before leaving California to go to Detroit where Rickenbacker has assumed the reins of management of his own company, the Rickenbacker Motor Company, he made arrangements with Ruckstell to take over the distribution of the Perfecto axle throughout the states of Michigan and Ohio. While making his headquarters in Detroit the sale of axes will supervise the distribution of the California axle.

Auto Is Fourth Largest Industry

The automobile industry is the fourth largest industry in this country with 333 manufacturing plants capitalized at \$1,204,378,842 and employing 325,000 workmen; having an annual output of 2,205,137 passenger cars and trucks valued at \$1,554,814,550, and supplemented, as it is, by 1900 firms producing automobile parts valued at \$300,000,000 a year.

Shipment of stolen automobiles in the United States to foreign countries has become a common practice among automobile thieves.

NEW MODELS FINAL WORD IN DESIGN

It has been truthfully said that the buyer of the present day, in all classes of merchandising, is more discriminating than ever before and is demanding dollar for dollar value, whether he is purchasing a suit of clothes or an automobile. To meet the public demand manufacturers in the automotive industry have sought to offer the best possible motor car at the most attractive value.

In this regard, judging from expressions from owners and prospective buyers, values represented in the new 1922 Haynes models, which are on display at the showrooms of the Haynes Auto Sales Company, have fully lived up to all expectations of their manufacturers and distributors. The Haynes 55 in appointment and appearance is said to be the best word in 1922. It is available in a full five-passenger touring car, five-passenger sedan and two-passenger roadster. The Haynes 75, another attractive value, is produced in the four-passenger touring, five-passenger brougham, as well as the seven-passenger sedan and suburban.

One of the features, which have attracted the San Francisco motor car public to the Haynes Auto Sales Company, of which Phil Cole is the president, is the broad service policy maintained. It will be remembered that Cole, just about one year ago, bought out the organization, of which he is now the leader, from C. A. Haynes, a brother of Edward Haynes, inventor of the first automobile. During the time he has had charge of affairs Cole has forged rapidly ahead and has built up a reputation for aggressiveness and fair dealing in transacting automobile circles.

Cole's Oakland establishment, of which Wallace W. Hall is manager, has made a wonderful record during the past year and reports the outlook in Alameda county as particularly promising.

New Tractor Runs On Treadmill Plan

Rev. John J. Martin, C. M., of Denver, Colo., is building the second of a new type of tractor in a workshop he has improvised in an attic of St. Vincent's rectory. Rev. Martin has had patents allowed him already upon many inventions. The tractor is regarded as a revolution in the construction of an agricultural instrument as the motor is secured inside the drive wheel and operates on the plan of a treadmill. The drive wheel is a large cylinder situated in the front part of the machine and is so designed that the motor is allowed to swing in the center. The motor climbs the side by its power and at the same time turns the cylinder forward by its weight. Father Martin, with other priests, formed a company known as "The Doughty Tractors" when at Kansas City and this organization financed his first model.

Over 10,000 passenger automobiles were imported to South Africa last year.

Price Cut Brings Many Sales Company's Showroom Thronged

Following last Wednesday's announcement of another material reduction in prices on the Oldsmobile, becoming effective at that time, the headquarters of Markham and Purser, Oldsmobile dealers became the scene of considerable activity. That the stamp of public approval has already been placed upon the value offered by the Oldsmobile at the new prices, is seen by the inquiries that have come into the local distributing firm and the crowds that flocked to the showrooms on Broadway during the final days of the week.

The new prices are most attractive, when considered on a comparative basis, according to both H. G. Markham and S. C. Purser, and places the Oldsmobile on the market as one of the most attractive motor car values of the day.

News of the reduction came right on the heels of the return of J. W. Leavitt, California distributor, from the east, where he visited factory centers and made a flying trip to New York City, where a conference was held with important General Motors Corporation officials.

Leavitt, who is one of the best known and most favorably regarded automobile men in the country, was well thought of by some hand facts regarding merchandising conditions, the public's likes and dislikes and the future outlook for business. The local man's replies were apparently well thought of and of what he advised is being put into effect. His recommendation for attractively priced cars seems to have further accentuated the tendency of the Oldsmobile manufacturers to reduce prices down to the lowest possible figure.

Wednesday's price reduction was a far reaching one and was evidently based on the belief that the better that the Oldsmobile values at this new and attractive price would so interest the public that a great increase in production would result and, very naturally, the increased production would make economies possible from a factory standpoint.

RACING HISTORY TOLD BY FANS

While the record set up recently by Eddie Hearne, on the Cotati Speedway, is still a matter for comment, conversation among former racing marks is going the rounds among the fans.

Fred J. Lutz calls to mind what he calls the "good old racing days," rehearsing the speedy career of the National, Lutz says: "It was in November of 1905 that a National car made its maiden start in the realm of speed, one of the early four being pitted against time in a twenty-four-hour race held on the one mile track of the Indiana State Fair Grounds. The world's stock champion repelled attacks of all challengers for the next four years."

But the most notable of National victories was scored seven years later, in May, 1912, when Joe Dawson won the 500-mile race at the Indianapolis Speedway. To do it he had to defeat Ralph De Palma and race, won by Jules Goux in his Peugeot. Although the average age of 78.72 miles per hour for the American car to win a race of 250 distance looks comparatively small, miles or more in 1912.

Three Live Bargains

Illustrating the low price-level that always prevails in standard auto goods at the S. Friedman Auto Supply Co.

Thermoid Brake Lining

	Per Foot	List Our Price
1 x 3-16	\$.50	\$.35
1 1/4 x 3-16	.60	.40
1 1/2 x 3-16	.70	.46
1 3/4 x 3-16	.80	.52
2 x 3-16	.90	.60
2 1/4 x 3-16	1.00	.66

Dixon's Graphite Greases

	List Our Price
No. 5 cup, lb. \$.60 \$.50
No. 3 cup, lb. .60	.50
No. 675, lb. .60	.50
No. 676, lb. .60	.50
5-lb. cans	2.75 2.25

Green Glass Visors Regularly \$20 \$13.50

S. Friedman Auto Supply Co.

Broadway at Nineteenth Oakland, California

The Standard Tire Sales Co.

at 2157 Broadway---Corner 21st St.

IS GOING TO QUIT

That is the story in a nut shell.

Owing to other interests of the management, we have decided to quit the tire business. To sell out fast we are going to sell tires on hand at the greatest inducement ever offered.

Stock Must Be Sold at Once---See These Prices---

30x3 Guaranteed
Tire for
\$7.35

30x3
Tubes
75c

30x3 1/2 Non-skid
Tire for
\$8.65

This Stock Must Be Sold Fast--Read On

TIRES

32x3 1/2 Non-skid ..	\$10.35
31x4 Non-skid	14.90
32x4 Non-skid	15.80
33x4 Non-skid	16.65
34x4 Non-skid	16.10

CORD TIRES

32x4 Non-skid	\$25.20
33x4 Non-skid	25.80
34x4 Rib-tread ...	29.75
33x4 1/2 Non-skid ..	29.85
34x4 1/2 Non-skid ..	30.60

35x4 1/2 Norwalk
Tires for
\$26.80

Guaranteed
Tubes

30x3 1/2	\$1.60
32x3 1/2	1.75
31x4	2.10
32x4	2.25
33x4	2.35
34x4	2.40

35x5 Non-skid
Tires for
\$27.50

Store Closed
Monday.
Sale Starts
Tuesday

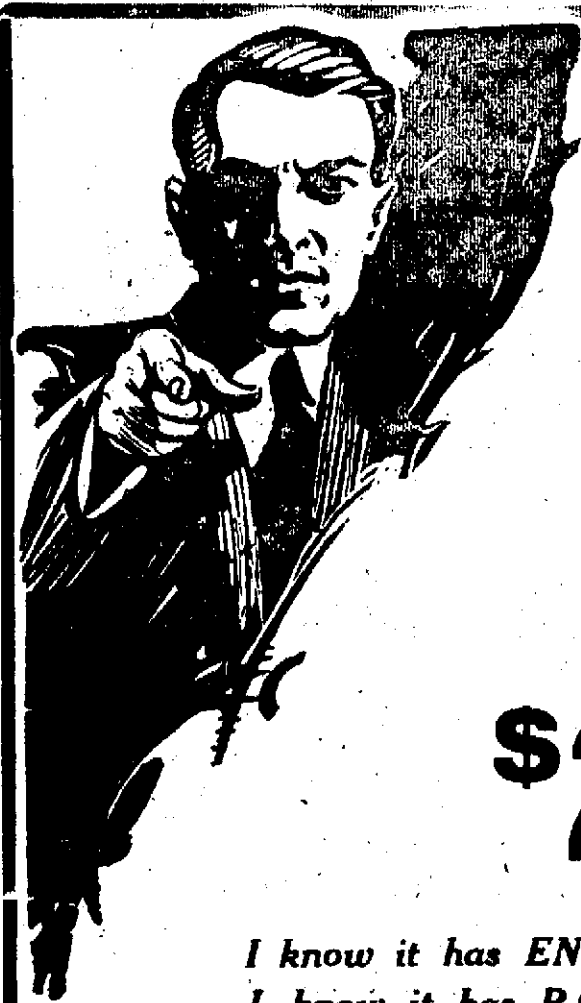
Sale Starts
TUESDAY
Morning.
Be There

Don't Miss This Sale---A Money-Saving Event

No war tax charged during this sale.

Standard Tire Sales Co.

2157 Broadway---Corner 21st Street



I AM, Mr. Owner!

THE MAN WHO KNOWS

STEPHENS SALIENT SIX

I know it has quality
--worth every cent of

\$2285.00

I know it has ENDURANCE, STRENGTH and BEAUTY
I know it has POWER, SPEED and FLEXIBILITY

Regarding its Quality

Men who believe in honor of construction and absolute quality founded the organization that today produces the Stephens Salient Six. Sixty-five years ago Stephens builders adopted this maxim, "Greatest satisfaction to all comes only from building the best." Still holding to the faith of the pioneer today, Stephens builders believe honor in quality pays, so despite economic unrest Stephens quality is to remain supreme.

About its Performance

A motor car must prove its merit in the open country, over sand, rocks, mud and mountains, where every fiber of its construction, every ounce of its power, strength and speed is given the supreme test. Through all these tests the Stephens has been weighed in the balance and found NOT wanting. Twice it has returned victorious in the Yosemite Run. For weeks it was submitted to a grueling battle with the burning sands of Death Valley.

Immediate Deliveries at the new low prices

BRASCH and McCORKLE

Stephens Salient Six Automobiles

3068 BROADWAY

OAKLAND, CALIFORNIA

Phone Oakland 658

W. J. Benson Co. Distributors, San Francisco, Cal.

FIRM LANDS NEW AGENCY IN EASTBAY

Carl Christensen, head of the Victory Motor Sales Company, announces that he has secured sales rights for the Oakland Sensible Six, for Alameda and Contra Costa counties.

"We have been trying for many months to land this account for the Eastbay territory and have finally made arrangements to sell the car," says Christensen.

"The new Oakland models are here, and many remenbrances and improvements have been made."

"The new cars are equipped with the Alameda lubricating system, which eliminates grease cups, and makes chassis lubrication certain. The motor is enclosed, which eliminates noise, and makes the car run like a hummingbird. The finish of the bodies is better throughout, and buyers have a choice of two colors."

"An addition to the line is the Sport model, which seats four passengers, and is finished in Maroon, with plate glass curtain in the rear and many improvements."

"The touring car may also be secured in Maroon as well as green."

"We are lining up our sales organization and will establish dealers throughout the two counties, so that Oakland Six owners can get service anywhere they travel."

"The Oakland is a unit of the General Motors Corporation, one of the largest motor car organizations in the world. The factory has improved and refined its product in years past, and this season has built the best car they ever turned out."

"The Oakland plant has the benefit of the advice of the General Motors Advisory board of engineers, composed of men who have been building automobiles for many years. Their recommendations carry weight throughout the industry."

"We have a complete service station and will carry parts for Oakland cars, so that all owners can secure quick service."

Make Roads Safe For Night Driving

In a campaign to make the roads of Massachusetts safe and comfortable for night driving, automobiles from other states must have the proper light equipment devices approved in the state before they are allowed within the limits of the Commonwealth.

Safety Engineers to Co-operate Traffic Officers to Meet Oct. 24

The Society of Safety Engineers of San Francisco, one of the largest organizations of its kind in the west, will co-operate with the International Traffic Officers' Association convention, which will be held in Oakland, October 24 to 29.

The safety engineers held a meeting in San Francisco last week and decided to help make the safety first show at the Auditorium here a success. These are the men who have designated most of the safety devices now in use in industrial plants in the west. Of course, engineers use devices made in other places and patented, but the safety experts of the west are said to have done more to curb accidents than any other body of men.

The society will have an exhibit at the show and will have experts to demonstrate various devices. They will also take part in the demonstrations to be held on the short of Lake Merritt every night during the safety week show.

In addition to securing the co-operation of the safety engineers, the committee announces that Dr. Harris, the man who designed and installed the famous signal light towers, which regulates traffic on Fifth avenue, New York, will be here during the convention.

Dr. Harris is the man who built the towers at his own expense, had them installed and pays for the electricity that operates them.

Other experts will be here, and from present indications this will be one of the most constructive conventions ever held.

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2643 CARS SOLD IN SEVEN MONTHS

"Business was never as good," asserted Hal Beard, general manager for the H. O. Harrison Company, Oakland, direct dealers for Dodge Brothers motor cars. "While it may be true that some other lines of business are feeling real depression, yet we have never known, ourselves, such demand in regard to Dodge Brothers cars."

In 1917, which was the best year that the automobile business enjoyed before we became engrossed in the war, the highest month for Dodge Brothers registrations in northern California was 349 cars, although they sold more cars in California in those twelve months than any other make, except the Ford. In the best month of 1919 there were registered 435 Dodge Brothers cars, or a considerable advance over any other previous year. The popularity of the car steadily increased, however, until there were registered 455 cars in September, 1920, in northern California, the best month of that year.

The depression that then set in throughout the country served but to boost the sale of Dodge Brothers motor vehicles higher than ever, and March, 1921, found 439 new cars delivered in the northern part of the state, or the highest mark ever reached up to that time. June, however, again broke the record with 535 Dodge Brothers cars sold and delivered, but it was left to July to finally clip the climax with a total of 555 new cars registered, or second only to the Ford.

There has been a total of 2643 new Dodge Brothers motor vehicles sold and delivered in northern California during the first seven months of this year, or second only to the low priced car previously mentioned. This is over 25 per cent more Dodge Brothers cars registered in the same territory for 1921 than were delivered for the first seven months of 1920.

HIGHWAY SLIDE NEAR CROCKETT NOW BRIDGED

The slide on the highway between Selby and Crockett has been bridged and the road is again open. The bridge is 75 feet long and about eighteen feet wide, is built of wood and is fenced on both sides.

The new structure was erected by the State Highway Commission and will remain until some other route for the road can be selected.

The bridge is located at the point where the hill is sliding into the bay. The movement of the earth is gradual and part of the road has moved into the canyon. The fact that the hill is still sliding prevents the road builders putting in a permanent highway.

There is some talk of routing the road back of the hill, but that will cost a great deal of money. However, it will have to be done some time in the near future.

Detroit Man Named As Branch Manager

R. E. Patterson, assistant general sales manager of the American Bosch Magneto Corporation, Springfield, Mass., announces the appointment of Charles L. Shedd as branch manager for the corporation in Detroit, succeeding Roy Darvey, who has been promoted to the factory at Springfield. Shedd was formerly assistant to Darvey when the latter was general sales manager of the Bethlehem Motors Corporation.

Motors Company To Open Mid-West Plant

W. S. Cameron, president of Cameron Motors Corporation, New York, who recently closed deal for the implementation of Cass R. T. Wright at Greenville, Mich., has long wanted to locate in the middle west for manufacturing the Cameron car cooled motor. The Greenville plant will be put into full operation as soon as details have been concluded and over 400 men will be employed. The plants of the Cameron company at Sandusky, where it manufactures a tractor, and at Bridgeport, Conn., will both be continued, and with the three operating Mr. Cameron believes that it will be possible to keep pace with the growing demand.

'Auto Language' Was Only One He Knew

Two men arrested near Westfield, New Jersey, for moonshining could not understand English at all until one of the officers told of confiscating their automobile when one of them started to talk in automobile terms in giving directions for the shifting of gears. He said that unless this was not done the transmission would be stripped and talked at great length in motor car terms, stating that that was all the English he knew. He had learned that through working in a Detroit automobile plant, and he knew only the "automobile language."

Under-Inflation Is Greatest Tire Danger

The greatest danger that befalls a tire in service is under-inflation, say the makers of Revere tires. Proper inflation is to the life of a pneumatic tire what proper food is to the life of a living being. Eighty per cent of the failures in tires can be traced to under-inflation.

Briefly, the results of under-inflation are early separation in all parts of the tire, rim cutting, abnormal development of frictional heat, greater power and fuel consumption, rupturing of the fabric, splitting of tread, and abnormal strain throughout the tire.

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BATTERY PRICES ARE REDUCED

The Gould Storage Battery Company of Depew, N. Y., has cut the price of Gould storage batteries. This is the second reduction to take place this year and conforms with a policy to always keep the price of this product within the reach of all motor car owners. The eleven-plate battery sold for \$48 in January. In March this price was cut to \$41 and today it can be bought for \$34.50.

"The present price," states Ed Gainer of the Battery Service Company, local distributors of the Gould storage battery, "is below the pre-war price, as this battery before the war sold for \$37.50 and was guaranteed for one year. Now, due to the highly improved separator, the same battery can be purchased for less money and is guaranteed for two years."

Both Al Wigmore and Gainer report good business and have been kept busy answering inquiries regarding the battery and the new prices.

HIGHWAY SLIDE NEAR CROCKETT NOW BRIDGED

The slide on the highway between Selby and Crockett has been bridged and the road is again open. The bridge is 75 feet long and about eighteen feet wide, is built of wood and is fenced on both sides.

The new structure was erected by the State Highway Commission and will remain until some other route for the road can be selected.

The bridge is located at the point where the hill is sliding into the bay. The movement of the earth is gradual and part of the road has moved into the canyon. The fact that the hill is still sliding prevents the road builders putting in a permanent highway.

There is some talk of routing the road back of the hill, but that will cost a great deal of money. However, it will have to be done some time in the near future.

Detroit Man Named As Branch Manager

R. E. Patterson, assistant general sales manager of the American Bosch Magneto Corporation, Springfield, Mass., announces the appointment of Charles L. Shedd as branch manager for the corporation in Detroit, succeeding Roy Darvey, who has been promoted to the factory at Springfield. Shedd was formerly assistant to Darvey when the latter was general sales manager of the Bethlehem Motors Corporation.

Motors Company To Open Mid-West Plant

W. S. Cameron, president of Cameron Motors Corporation, New York, who recently closed deal for the implementation of Cass R. T. Wright at Greenville, Mich., has long wanted to locate in the middle west for manufacturing the Cameron car cooled motor. The Greenville plant will be put into full operation as soon as details have been concluded and over 400 men will be employed. The plants of the Cameron company at Sandusky, where it manufactures a tractor, and at Bridgeport, Conn., will both be continued, and with the three operating Mr. Cameron believes that it will be possible to keep pace with the growing demand.

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STATE AUTO OFFICE DUE SAYS CHENU

Charles Chenu, superintendent of the Motor Vehicles Department of California, announces that Oakland will have a branch office of the department in plenty of time to care for the registration of motor vehicles next year.

This means that the automobile dealers and the motoring public will be saved many thousands of dollars in time lost and in out-of-pocket expenses in securing their new license plates for 1922," according to Carl Christensen, manager of the Victory Motor Sales Company, large dealer.

For a long time the department at Sacramento refused to allow Oakland a chance to get a branch because they believed that the office in San Francisco was close enough to provide adequate facilities for merchants and automobile owners here. It proved to the state that the San Francisco office is not as close as is necessary.

At the beginning of the registration year, February 1, there were lines in front of the registration office extending the length of the ferry building in San Francisco. Motor car owners were forced to stand in line for several hours in order to get their plates.

"With the registration office in Oakland there will be less of this standing in line, and the whole district hereabouts will be saved time, fare and waste of time in going to San Francisco. This office will be able to take care of all this work for five or six counties."

SERVICE MAN IS IN NEW COMPANY

Kenneth Snell, well known Stanford University graduate and a former lieutenant of engineers, is now associated with Hamlin and Wichman, Hudson and Essex dealers.

Snell graduated in 1918, from the mechanical engineering department of Stanford. He was immediately inducted into the army and given the rank of lieutenant of engineers and sent to France. He saw service at the front with his outfit for three months and saw most of the fighting in the Argonne.

After the armistice he was given charge of one of the first automobile repair plants near the front and served there until his return to this country. During this period he had an opportunity to learn a great deal about American automobiles and trucks.

Soon after his discharge from the army he joined the Pelton Water Wheel Company in the engineering department.

Snell is handling the details of the office and parts department, states C. A. Hamlin. He is representing the interests of the latter John Wichman until such time as the latter can sell out his business in San Francisco and come over here, which he intends to do as soon as possible.

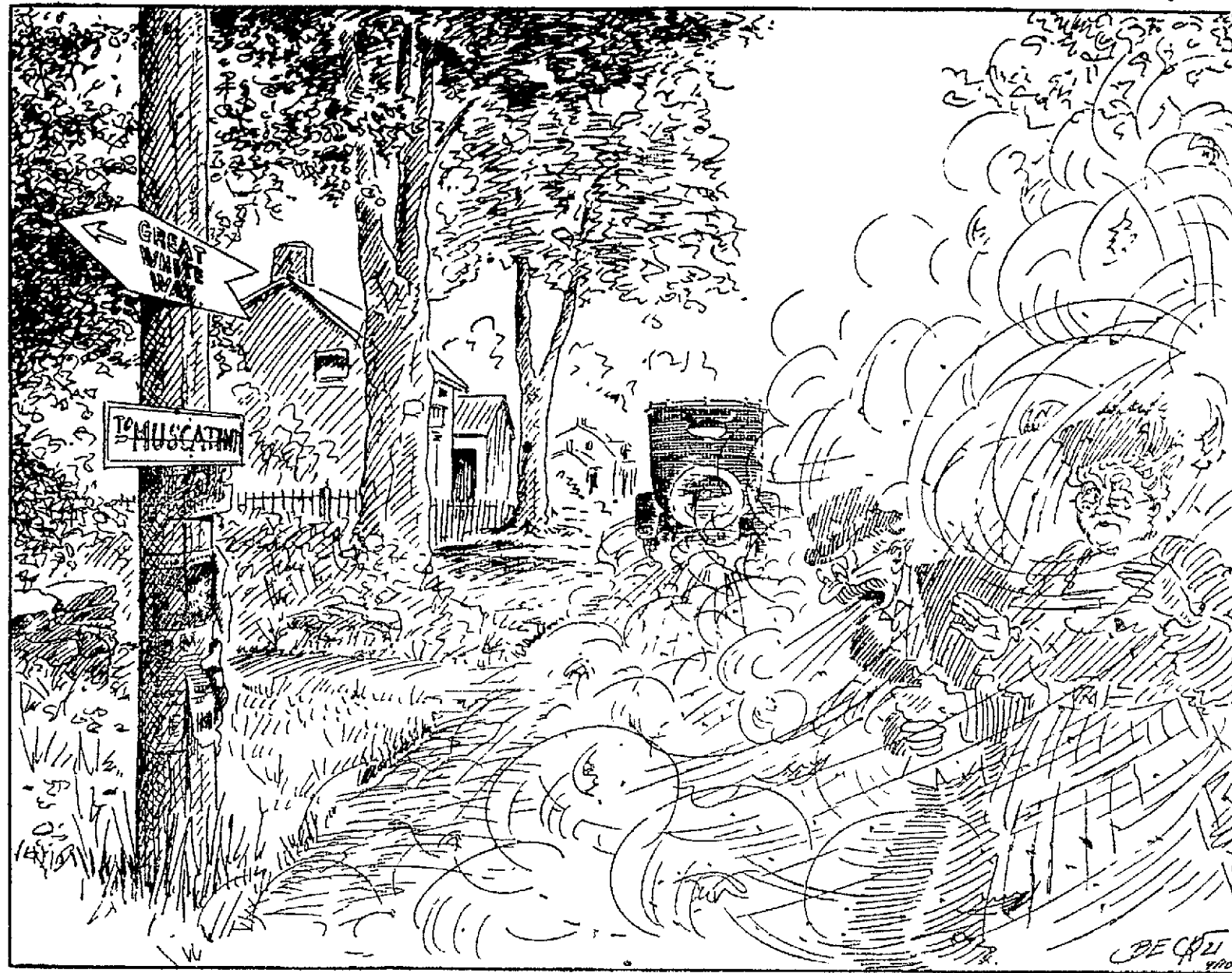
Snell is learning the automobile business and has made great progress since he came here a few weeks ago. Necessarily there is a lot to learn but he is growing rapidly.

Eastman Will Direct Corporation Publicity

Frank G. Eastman has been appointed to the group of executives associated with Norval A. Hawkins, director of sales and advertising of the advisory staff of the General Motors Corporation. This is the announcement made by C. S. Mott of the corporation. Eastman will give special attention to publicity and to the interests of the corporation and affiliated companies will maintain contact with the advertising and publicity departments of the various divisions.

Automobile salesmen in the United States number approximately 100,000.

DOWN THE ROAD



And then the pastor spoke on: "Dust thou art to dust returneth!"

DESIGN OF NEW BATTERY IS TOLD

In the improved Willard all rubber battery everything is of rubber excepting the plates or grids. The wooden battery box is done away with and replaced by a hard-rubber case. This change has made possible another important one for with the wooden box these passes the separate rubber jar heretofore required for each battery cell.

The new case being rubber, it has been found practically to mould it with seamless partitions which eliminate the necessity for joints. The term "Monobloc," which has been applied describes the one-piece construction very satisfactorily.

Between the plates threaded rubber instead of wooden separators are used. This use of rubber, however, is not entirely new, having been stated six years ago under Willard patents. It is in the development of the new case and the bringing together of rubber container and rubber separators that the latest important advance has been made.

An all-rubber battery has been the goal of the industry for years. The biggest obstacle was the apparent impossibility of making practical rubber separators. This was due to the fact that no way could be found to provide for the free passage of the battery fluid between the plates without making holes in the separators so large as to cause trouble.

The use of thousands of tiny threads which act as wicks finally overcame this difficulty and paved the way for the all-rubber unit.

The moulded rubber case, besides eliminating the separate battery jar, resists decay and corrosion in much greater degree than the wooden container, being unaffected by the acid solution or by water. Also, since rubber is a non-conductor, it markedly reduces electrical leakage, which is especially likely to be present with wooden cases in damp weather. It has a tensile strength of 3600 pounds to the square inch.

1922 LICENSE PLATES ORDERED

New Records Expected In Pike's Peak Climb

A. C. Barley, president of the Buick Motor Company, manufacturer of the Roamer motor car, is among the throng of interested spectators present at the Pike's Peak where the notable hill climbing contest will be held tomorrow.

Barley is particularly interested in the entry of Leland P. Goodspeed, a non professional driver who last April set up some notable world's speed records at Daytona Beach in a strictly stock Roamer Speedster chassis Goodspeed, it is understood through advices received here by George E. Clarke manager of the Roamer Motor Car Company, has been on the ground at Pike's Peak for the past week and is expected to give all comers a battle for first honors.

INSPECTION IS COMPANY'S PLAN

The Franklin Automobile Company of Syracuse announces according to Ten Hamming of the Franklin Motor Car Co. here that effective at once every one of the company's dealerships and sub-dealerships, 738 throughout the country in number, will make a monthly examination of all Franklin cars in their territory.

This monthly inspection will in the opinion of the officials of the company go a long way toward placing in the hands of owners a correct understanding of the condition of their cars at all times. Particular attention will be directed to the fact that in many instances a trifling expenditure will correct minor mechanical adjustments, which is allowed to run would sooner or later develop into serious defects resulting in a large repair bill.

Franklin for years back has stressed the service idea, keeping in touch with its owners by letter and by bulletin.

There are 40 firms in the United States manufacturing gasoline tractors.

by Beck

Sales Records Near High Water Mark

SYRACUSE, N. Y., Aug. 27.—According to statistics just compiled by the Franklin Automobile Company, the company sold during the month of July 50 per cent of the number of automobiles sold in July of 1920, the corresponding period of 1920—the best year in the history of the company.

Financial Aid Is Given Auto Buyers

Many automobiles are bought through the aid of financial companies by persons who can not pay cash in full. A system is followed by which the prospective buyer pays one-third cash and the balance in ten or twelve monthly payments. A list of sixty-two motor tractors is operated on the Island of Iloilo in the Philippines, carrying passengers, sugar, and tobacco.

Hot Engine Best For Adjustment

A great many car owners make the mistake of adjusting the carburetor when the engine is cold. No engine is always best to make adjustments to the motor after it has been run for long enough to get thoroughly warmed through, and this applies equally to the valve tappets, etc. It is quite probable that the cold motor will operate very well on certain adjustments that will not agree at all with the hot engine.

H. C. S. PRICES REDUCED \$200

Effective Immediately

This car, which is years ahead in design, was built by Harry C. Stutz, and he saw to it that every inch was automobile of ultra modern automotive achievement

Place Your Order Now

DAVID ARONSON

Distributor for

H. C. S. AND SCRIPPS-BOOTH MOTOR CARS

2801 Broadway

Phone Lakeside 762

NEW Oldsmobile PRICES "Let's Go!"

Here Are the New Prices. Look Them Over. Compare 'Em. Note the Remarkable Values!

Oldsmobile		Oldsmobile	
FOUR		TWIN FOUR	
Touring	\$1365	Sportster	\$1865
Roadster		Roadster	
Coupe	\$1895	Coupe	\$2440
Sedan	\$2095	Sedan	\$2695

Oldsmobile
Big Eight
Pacemaker
7-Pass. Touring .. \$1985
Coupe
Sedan \$2930

Oldsmobile
Economy Truck
Chassis \$1295
Chassis with Cab . \$1385
Express Truck ... \$1455

The Above Prices Here in Oakland

MARKHAM & PURSER

2853 BROADWAY, OAKLAND

Open all day Sunday

The Truth About the Chalmers is Worth Learning

The Chalmers is a wonderful performer under practically all driving conditions.

The motor has greater power, greater silence and smoothness, quicker response.

Less fuel and oil are used. Upkeep and replacement charges are generally lower.

This is the truth about the Chalmers as it is today.

The testimony of Chalmers owners confirms these statements.

We will be glad to prove them by a demonstration of the Chalmers.

Lou H. Rose Co.

Distributors of Chalmers and Maxwell Motor Cars
2841 BROADWAY, OAKLAND, CALIF.
1234 Van Ness Ave., San Francisco

CHALMERS

H.O. HARRISON CO.

24 GRAND AVE. 2752 SHATTUCK AVE.
OAKLAND BERKELEY

DODGE BROTHERS MOTOR CARS

Touring Car, \$1185 Roadster, \$1115 Sedan, \$2025 Coupe, \$1805
Panel Business Car, \$1325 Screen Business Car, \$1200
Delivered in Oakland

DIRIGIBLE HEADLIGHT INVENTED

Victor A. Hancock, of Oakland, has designed a "Dirigible Headlight" which works automatically and which lights only when the car is turned. It operates from the steering wheel, on an arc.

When the car is traveling straight ahead the auxiliary lights are not lighted, but as soon as the steering wheel is turned the "Dirigibles" are lighted and point in the direction of the turn.

This new system makes for better illumination ahead of the car on turns. As headlights are now constructed they give little light to the side on turns, a weakness which is apparent on sharp turns in the mountains.

The invention contemplates the use of spotlights pivoted to swing horizontally. The lights are supported in a bearing structure embodying an intermittently acting switch, which becomes effective when the wheel has turned through a certain angle.

The auxiliary lights are connected with the steering post of the car.

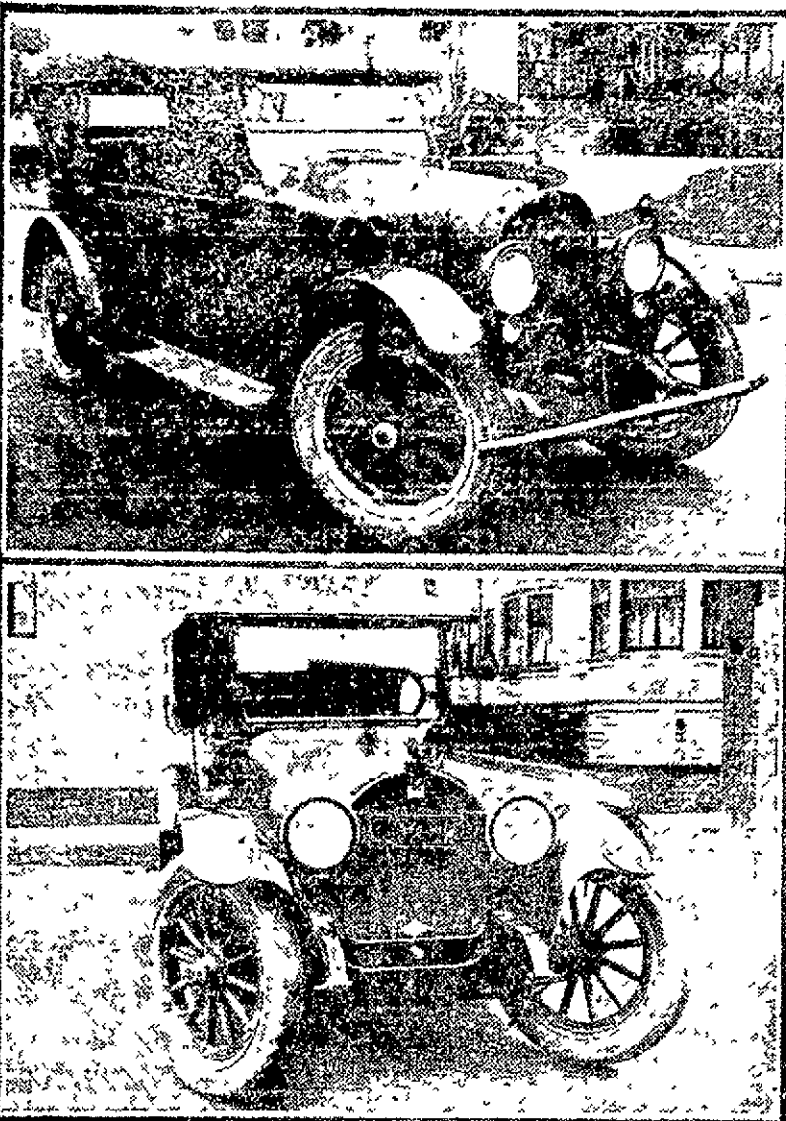
The new lights will eliminate a great deal of trouble, especially in the mountains, and will work as well on city streets or boulevards, says Hancock.

"We expect to have them on the market in a short time, and will be able to fit them to any car at a reasonable price."

Hancock is the owner of the Automobile garage and is well known to old-time athletes of Oakland because of his prominence in the early days of bicycling when he achieved fame not only as a rider of ability but also because of his ability in jumping out roads in California for the benefit of the two-wheeled riders.

He tells of his interest in many of the TRIBUNE's maps because they have territory he used to log when mounted on a bike.

THE UPPER VIEW SHOWS A PAIR OF DIRIGIBLE HEADLIGHTS which Victor A. Hancock has designed to increase driving safety on mountainous or curving roads. They turn with and in the direction the car is taking. Below is another type of movable headlight which Dr. H. O. Hanna, also of Oakland, has designed. It, too, has been perfected with a view to making night driving safer.



LIGHT TRUCK IS UTILIZED TO MOVE HOUSE

There are many uses to which the light truck can be put.

Dan Straite, a young ex-serviceman of San Diego, very recently purchased a one-ton Ford truck from the William L. Jackson Company, convinced that this truck was the proper kind, as he had driven one in France during the recent world war, where its practical value was thoroughly demonstrated.

While working on his ranch near San Diego, Straite decided upon a new site for the ranch building, which he had recently constructed. He did not wish to undergo the expense of employing a house-moving company, and so he conceived the idea of moving the structure behind his one-ton truck.

Accordingly he, together with one other man, jacked the 28x30-foot house up on rollers, cabled it behind the "Young Hercules" and within a few hours the house was moved to a new site—the truck towing it 100 yards and up a 6 per cent hill.

NEW STYLE LIGHT IS PERFECTED

Dr. H. O. Hanna of Oakland recently invented a headlight known as the Hanna Auxiliary movable headlight, which is connected on the steering shaft and operates automatically when the steering wheel turns to the left or right. The headlight is situated in front of the radiator cap and is very conspicuous.

This is what this new invention does. When the front wheels turn, the light turns with them, and there should never be a time when you do not have a well spread ray ahead.

The new invention, according to Dr. Hanna will soon be on the market after being given the proper test by experts at the University of California electrical department.

As a substitute for gasoline, successful experiments have been made in France with "carburent national"—national motor fuel.

CAREFUL DRIVERS EASIEST ON TIRES

No matter how fine the materials that go into a tire nor how perfect the workmanship in its construction, the tire cannot give good service if it is neglected and abused, say the makers of Revere tires.

If given a reasonable amount of attention a tire that is carefully made of good materials will repay a motorist for every dollar he puts into it. But even the best materials and the finest workmanship amount to nothing when a tire is run under-inflated or is subjected to rough treatment.

It takes only a light turn of the steering wheel to avoid having a tire strike a big cobblestone lying on the roadway, yet many motorists won't take even that much trouble to save their tires. It is the driver who is careful who is able to boast of big tire mileages.

BIG ECONOMY MARK SET BY ROUND TRIP

Stepping into the limelight once again, the Stephens Street Six last week set up a notable economy record in Southern California by making the round trip between Los Angeles and San Diego, a distance of 288 miles, on an average of 23.9 miles per gallon of gasoline. Only one half pint of oil was used.

According to advices received by Branch and McCorkle, the authenticity of the recent test was attested to by a Los Angeles newspaper representative.

The test was made, it is stated, with a stock model car, fully equipped with both top and windshield up and carrying three passengers. Fred Johnson of the force of the Los Angeles Stephens organization piloted the car.

Starting from Figueroa Street, in Los Angeles, the Stephens party left the city by way of Stephenson Avenue, following Telegraph Road to Denver, the trail led through Norwalk, Fullerton, Anaheim and Orange. The detour to Santa Ana was avoided, the road to Tustin being taken from Orange instead, and from there to San Juan Capistrano and on down the coast highway through La Jolla to San Diego. The final stop was made at the offices of the Stephens dealers in the latter city.

The same route was taken on the return trip with the exception of the last leg of the journey from Fullerton on in to Los Angeles. Instead of taking the road through Norwalk and Downey the Stephens switched north to La Habra, then on through Whittier, entering Stephenson Avenue and the city.

Commenting following this newest feat of the Stephens Six in establishing economy marks is very widespread, according to Frank McCorkle.

Porcelain Company Has Name Changed

It is not generally known that the Jeffrey-De Witt company, Detroit, which has long been a part of the Champion Spark Plug company of Toledo, is now to be known as the Champion Porcelain company. Officials of the former company remain, the change being made as the Detroit factory is finally taken over by the Toledo company. Jeffrey and De Witt remain as officials of the organization in which no changes of consequence are made.

JULY DECLARED BIGGEST MONTH FOR COMPANY

John N. Willys styled July the most successful production month in the history of his company. Production during July was given by Willys as 500 of the small cars daily. The bankers probably welcomed the substantial payment made by the company, August 1, when it had over \$10,000,000 in the bank and obligations of only twice that amount. Willys said that the company had so strengthened its financial status as to be out of the woods and that it was now in position to face any storm.

Recovery of John Willys will some day rank with the Ford escape from the financial interests which sought to engulf him. Some day they will place the statue of Walter Chrysler at the front of the Willys Overland office building or in a Toledo park, for Chrysler must be credited with much of the success of Willys in escaping from the clutches of adversity which so beset him.

CAR IS PRAISED AFTER LONG RUN

After a two-week trip from this city to Western Canada in their seven-passenger Lincoln touring car, T. A. Armitage and family have returned with high praise with the service their car gave them and the beauty of the scenery and the condition of the roads they encountered en route.

Armitage called at the Walter M. Murphy Motors Company, Lincoln distributors, yesterday, and told of the enjoyment that he and members of his family found on their long trek.

I cannot speak too highly of the route mapped out for us by the California State Automobile Association on our trip to Western Canada from this city," said Armitage. "We went prepared with chains and shovels, anticipating all sorts of trouble, but we did not encounter any at all. We found the roads in the state of Washington to be excellent, just as good as the highways of California. In fact, they are wider."

In Oregon we found the highways fairly good, but not to be compared with those of Washington or California. They are not nearly as substantial. The scenery en route was wonderful and anyone selecting a trip could not choose a better one than to Vancouver island, with the drive down the island to Victoria. This is called the Georgian Circuit."

REDUCTION IN CAR PRICES ANNOUNCED

Several announcements of new prices have just been made, and chief among them is the reduction of the Westcott cars," according to Gerke and Small, dealers here.

"With the new price, the Westcott factory is building a better car than ever before in its long history," says Dr. Small. The two chassis models are built of the best units obtainable, and cars of long ago are still running.

The demand for automobiles is growing larger every week, and Oakland is forging ahead rapidly. In fact this city is one of the brightest spots in the country in the matter of motor car sales.

Most of the retail organizations on this side of the bay outsell their distributors in San Francisco from a retail standpoint, and it is right that they should.

"Here we have some place to go in our motor cars. Over there they have only one road leading out of the city and that is so crowded that it is difficult to get in and out on Sunday."

Oakland has a hundred and one places for the motorists to go, easily, quickly and without crowding.

Demand is growing here, and indications are that business for the fall will be the best ever known here."

Foot Rest Proper Drivers' Comfort

Few veteran drivers need to be told how much comfort results from the installation of a foot rest, just behind the accelerator pedal, so that the arch of the foot is supported. Not only does this prevent leg strain, but it actually makes for more delicate responsive control of the accelerating function. An admirable foot rest of this kind may be made by cutting through a section of a worn out tire and fastening it to the floor boards with small screws, driven through the beads.

Additions To Plant Are Being Sanctioned

Additions to the rapidly growing plant of Durant Motors Inc., at Lansing, Mich., are being sanctioned and the big main building is rapidly progressing. Edward Ver Linden is setting a record for factory construction by the rapidity with which this plant is growing from a farm field to a great manufacturing structure.

Another Agency For Relative of Ford

M. D. Bryant, brother-in-law of Henry Ford, has become the second authorized Ford distributor in Kalamaazoo. Bryant is also proprietor of three other Ford sales agencies in different cities.

YOU

Appreciate an Automobile

that responds to the touch on the throttle with a steady, quiet, continuous flow of power—power that carries you over the hills without vibration, without noise, and without apparent effort—power that makes possible the smooth, silent glide at low speed.

Yes. Certainly you do! So why not feel the thrill of such power by riding in a

Two Power Range

Peerless

8

We shall be glad to show you what the wonderful motor in this car is capable of doing. Why not phone Oakland 2800 today?

Pioneer Motor Company

2800 Broadway Oakland

KISSEL Custom-Built Six

A new design of the compact sedan type, finished in Kissel black—with luxuriously upholstered four-door coach body—with individual steps and sport fenders—two lounge coach seats with high form-fitting backs, accommodating three people each.

Reduced prices figured on lowest material prices—reduced inventory—today's lowest labor cost and overhead based on normal production.

Mounted on the Kissel Custom-built chassis—powered by the new Kissel-built motor.

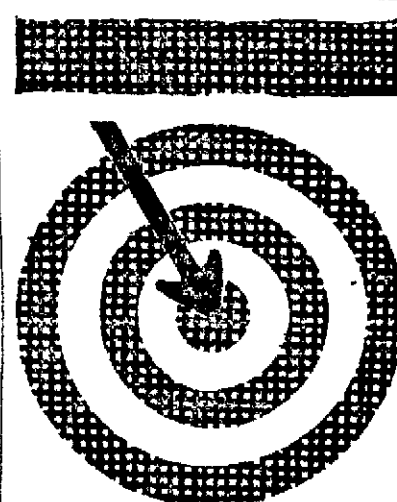
Coach-Sedan

LATHAM, DAVIS & CO., INC.

ESTABLISHED 1914

3330 Broadway, Oakland Phone Pied. 191

Kissel Motor Cars exclusively Prospect 188



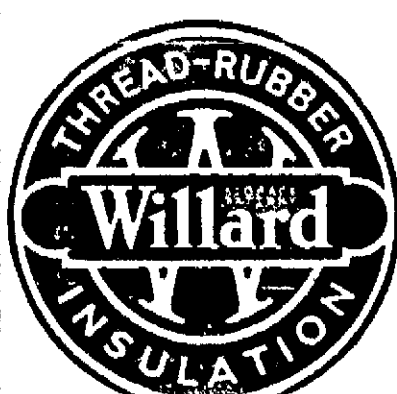
You Hit the Bullseye When you say: "Willard Threaded Rubber"

Rubber—the universal insulating material—protects the plates. The threads make the rubber porous.

Gives you more miles of uninterrupted service per dollar.

It lowers your battery cost in the long run because it lasts the life of the battery—no bills for re-insulation.

AUTO ELECTRIC SERVICE CO.
CAREY HARRISON, Gen'l. Mgr.
Webster at Twenty-first Street
Phone Oakland 1283



This trademark, stamped in red on the case, identifies the Willard Threaded Rubber Battery.

Willard Batteries

Once Again

THE

Lexington

MINUTE MAN SIX "LARK"

Breaks Record on Marin Ave.

with standing start at fountain—muffler closed.

New Mark 1 min. 49⁴/₅ secs.

A competitive car broke our record of 1 minute 54 and 1-5 seconds last Thursday, and in order to show the motoring public that the Lexington Lark still maintained ample power to lower the competitor's record and also our own, the Lexington equipped with the powerful Ansted motor was sent over this trying course under observation of a Tribune representative.

The very first attempt by Roy Mires, who drove the car, broke the competitive car's record.

This hill is a real test of power, and only a car of stamina can stand such an acid test. It is a matter of forcing the car to its utmost during the entire pull.

This is just one of the many records now held by the Lexington "Lark."

Four passengers were carried on this climb, a total weight of 622 pounds.

See this very deceptive hill for yourself and then be the judge.

J. F. K. MOTOR CO.

2919 BROADWAY, NEAR 29TH
Phone Oakland 1424
San Francisco—Corner Post and Van Ness

BIG PROGRESS BEING MADE IN FACTORIES

On his return last week from the East and Eastern factory centers, Lou H. Rose, distributor for both Maxwell and Chalmers lines, told of the wonderful progress being made at the Maxwell and Chalmers factories, their production plans and aggressive sales activity.

So inspired was he by the force of their example and the conversations that he enjoyed with factory executives that he immediately announced a general reorganization of his wholesale and retail sales force to keep pace in progress with the plans of the factories that he represents.

J. L. Brambila, who has been with the Lou H. Rose Company for many years and for the last three and one-half years, successful manager of the Oakland branch of the company, has been promoted to general retail sales manager for the organization in the bay cities.

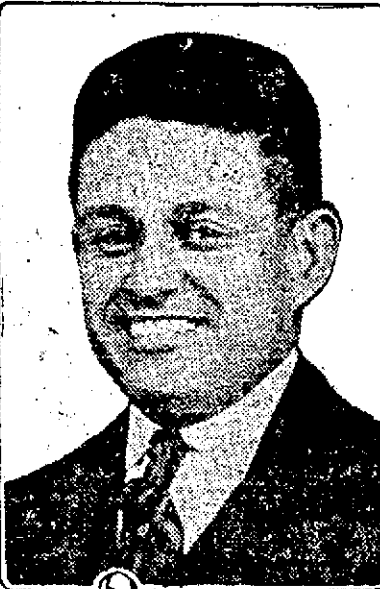
Brambila, who is well known in automobile circles for his originality in sales activity and his aggressiveness, has already set to work to further strengthen the sales organization and to aggressively put the merits of the Chalmers and the Maxwell before the residents of this section of the state.

Realizing the grave importance of getting into close personal touch with dealers throughout the territory and believing that the new era of business demands calls for the closest regard paid to the details of financial management for every dealer representative of the automobile distributing concern, Rose has announced his intention of assuming personal charge of the wholesale department and will continue the direct personal contact during the months to come.

"The demand for the Maxwell and the Chalmers is good throughout the whole of the Northern California territory at the present time," said Rose. "It is, therefore, the problem of the distributor to assist in the business and the financing problem of the dealer rather than the demand creating or promotion department. It is with this thought in mind that I have decided to personally devote much of my time to talking over their business questions with them and lending whatever assistance may be necessary to help them solve their problems."

Rose is very much pleased over the business outlook. His trip to the factories served to impress him with the magnitude of the plans of the big Maxwell-Chalmers organizations, and his new organization plans here come as the result of his intention to make his local organization measure up to the big league standards set by the Eastern officials. Further announcement was made

J. L. BRAMBILA, TOP, who has been appointed general sales manager of the Lou H. Rose Company organization, and Don Shortt, who has succeeded Brambila as manager of the Oakland sales and service establishment.



by Rose that I. A. Bennett has been placed in charge of the service department, thus insuring both Maxwell and Chalmers owners of courteous and efficient attention to all their service needs. Bennett is experienced in his work and is not new to the Rose methods of handling the service problem, as he has formerly served for five years under Rose.

Twenty-seven States in the Union now have over 100,000 motor vehicles each.

NEW CAR GIVEN HARD HILL TEST

In an effort to test the power and speed of the new Buick four, the Howard Automobile Company sent one of the little cars from San Francisco to Reno, with instructions to the driver to give the machine as tough and hard a trip as it was possible.

The long journey from San Francisco over the Sierra Nevada summit, reaching an elevation in excess of 7000 feet via the Auburn-Emigrant Gap route, was made in one day. The driver, W. Duncan, states that he hit the steepest grades and the roughest sections of the mountain roads with the same force that the doughboys hit the Hun line at Chateau Thierry.

Duncan says that the hardest grades and steepest pitches which had to be scaled in the climb over the mountain ridges which separate the two states were climbed in high and second gear.

Upon arriving in Reno he made an examination of the car and found it to be free from rattles and squeaks and that the pounding it had received only served to prove the claims of the engineers of the Buick factory that the new four-cylinder model was a sturdy automobile.

Engineer Signs With Detroit Auto Firm

H. M. Schwarz, who has been with the Cadillac Motor company for the last several years, has joined forces with the Collins Motor Car company, of Detroit. Schwarz will be connected with the engineering division of the company.

Remarkable Road Record Is Made Motordom Stirred By Performance

So far as is known no automobile has ever equalled the record of the Wills Sainte Claire car in covering the distance between Detroit and New York in 20 hours and 26 minutes, a feat accomplished on August 17.

This exhibition of speed, stamina and roadability has naturally attracted attention to the new car manufactured at Marysville, Mich., according to Stewart Motor company officials. "While the performance of the car has stirred motordom, its Detroit-New York run has also served to turn the spotlight on Wills, for it was he who drove the car."

Wills although intimately identified with the motor car industry since its early beginnings, is not and never has been a professional driver or stunt performer. He is a distinguished automotive engineer, metallurgist, inventor and industrial innovator of international reputation. The role he played Aug. 17 when he drove the car he created in a record-breaking cross-country flight over indifferent roads and a route he had never before covered, is one with which he had not previously been identified and is one also he is not likely to play frequently.

Wills began his career as a machinist, tool designer and draughtsman. When the automobile was about ready to be born he was occupying an important position in a great adding machine concern. He was induced to join forces with the Ford Motor Co., a small organization. Long before he left this company to form his own it had become the largest in the world and

Wills himself had become, next to the founder, one of the greatest factors in its success and growth. There are five achievements credited to C. Harold Wills. He is credited with doing more than any other in the development and application of volume production to modern industry. His accomplishments in the invention and development of precision economies and labor-saving devices have been most noteworthy and made possible the huge daily production and sale of the cars with which he was for so long identified.

A pioneer in the application of the science of metallurgy to the motor car he developed vanadium steel to meet the demand for a metal that would resist vibration and withstand the terrific shocks and strains to which an automobile is subjected. Vanadium steel made possible the modern motor car.

General Manager Quits Auto Company

James J. Hunt, vice president and general manager of the Reo Motor Car company of New York, has tendered his resignation, effective September 1, and will be succeeded by George Stowe, who has been head of the Mitchell agency in New York for some time.

General Manager Resigns Position

J. E. Roberts, general sales manager of the Cole Motor Car Company of Indianapolis, has resigned, effective October 1.

LANDMARKS FOR AUTOISTS MANY

To the motor car tourists of California who is in any way concerned with the literature that has been produced here this state offers many spots of interest associated with the names of writers and their works, and which are now known as literary landmarks.

Perhaps one region of the state which is forever associated with characters of fiction, known not only in this country, but throughout Europe as well, is that portion of the Sierra district made famous by Bret Harte and Mark Twain. Most of the old mining camps where John Oakhurst and other notables of Bret Harte's fancy flourished have crumbled into mere memories, but are still revisited by motorists who delight in the web of romance cast over these places.

CITIES' SUMMER CAMPS POPULAR

Municipality owned and managed summer camps are becoming quite the thing in California, according to autoists who are returning from their vacation outings.

According to Homer Le Ballister of the Webb Motor Co., Vallejo dealers, one of the most ideal of these municipal summer camps is that operated by the city of Sacramento at a point opposite Sayles Flat, between Strawberry and Phillips, 22 Dorado county. This camp has an elevation of practically 6500 feet and scenic effects to be found there are superb. The camp is established on a mesa which commands a wonderful view.

This camp, according to Le Ballister, offers Sacramento residents two weeks' outing complete, all expenses included, for \$25. It is a non-money-

making social enterprise and many motorists and their families have taken advantage of its facilities. One of the requirements of each guest is that he or she put in an hour each day toward some form of community effort either in improving or maintaining the camp. In this way little or no help is needed for the upkeep of the place.

Germany exported 20,000 automobiles of various kinds, and 4000 motorcycles in 1920.

GARFORD TRUCKS

Can Do the
Work

"Users know"

W. C. Morse
4270 Broadway

Near Technical High School

Phone Piedmont 950

STEPHENS SAFETY AUTO LIGHT CONTROL

Eliminates all blinding rays and glare to car coming in opposite direction—Holds light down on road and gives good driving light for 300 feet ahead.

EASILY INSTALLED.
J. S. WILSON

4043 EAST 14TH ST. Alameda County Dist. Phone Fruitvale 18133



PRICES AGAIN DROP \$100

Here are the New Prices Effective at Once

490 Touring	\$525
490 Roadster	\$525
490 Sedan	\$875
490 Coupe	\$875

Substantial Reductions on Model "G" 3/4-Ton Truck and on Model "T" Ton Truck

Above Prices F. O. B., Flint, Michigan

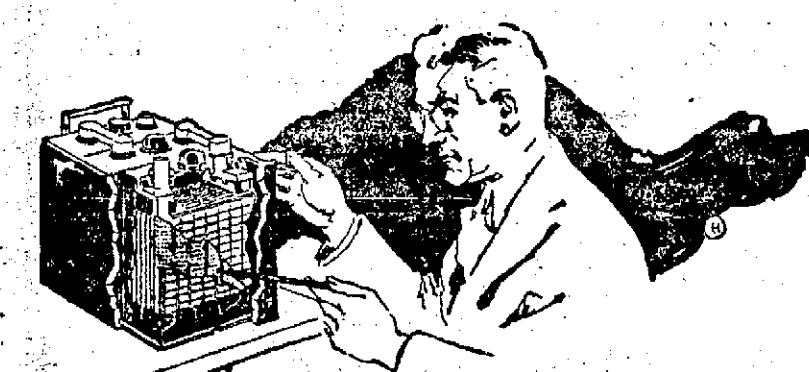
Order Your Chevrolet Now—Deliveries in Rotation—CASH OR
TERMS—Salesroom Open All Day Sunday

CHEVROLET MOTOR CO.

RETAIL STORE

21st and Franklin

Phone Lakeside 7160



The high-power long-life battery Luthy patented insulation assures higher voltage & never wears out

A fact! A Luthy battery should start and light your car with a powerful current for at least two years without frequent trips to a battery station for recharging or repairs.

Luthy separators of patented "Luthite" are acid-resisting; they cannot rot like wood or rubber-compound separators and cause short circuits. Thus 80 per cent of all battery troubles are overcome.

Nearly 1,700 hooded perforations in each Luthy separator allow free paths for the solution and current, thus keeping the battery cool and assuring a quicker charge and a more powerful discharge through the entire life of the battery.

Because of their merits, Luthy batteries are guaranteed in writing—"Two years service or a new battery without cost." There is a "Luthy" for each type of car.

We repair and give service on all makes of batteries.

Two years service
or a new battery
without cost



Who is your "Luthy" distributor?

- | | |
|--------------------------------------------------------------------|--------------------------------------------------|
| LUTHY BATTERY CO.
3250 Broadway
Oakland | RICHMOND
AUTO SUPPLY CO.
Richmond |
| COCHRAN & CELLI
414 5th St.
Oakland | KING'S GARAGE
San Leandro |
| COLLEGE AVE. BATTERY
& TIRE CO.
5491 College Ave.
Oakland | I. B. BROWN
Cherry City Garage
San Leandro |
| SAVOY BATTERY &
IGNITION CO.
2008 E. 14th St.
Oakland | ENTERPRISE GARAGE
Pleasanton |
| THE STRAND GARAGE
2614 Telegraph Ave.
Oakland | STEBBINS
MOTOR SALES CO.
Centerville |
| J. B. RAYANO
A and Main Sts.
Hayward | CENTRAL GARAGE
Byron |
| LUTHY BATTERY CO.
933 Geary St.
San Francisco | BRENTWOOD GARAGE
Brentwood |
| | DANA'S GARAGE
Berkeley |
| | STAR
ELECTRIC SERVICE CO.
Antioch |

WOMEN WILL TAKE PART IN ECONOMY RUN

Interest has been aroused throughout California in the women's competitive economy run to be staged tomorrow by Chester N. Weaver, head of the Weaver-Wells Company, and the Paul G. Hoffman Company of Los Angeles, to determine which section, Northern or Southern California, can boast the best women drivers. Two teams, consisting of two drivers each, have already been selected. Both teams will pilot Studebaker Light Six models and the test will be made over the valley and coast roads between the lay cities and Los Angeles. The two cars will be operated over identical courses and under identical rules. One will start at San Francisco and the other Los Angeles and the time will be to see which team can make the round trip in three days on the least amount of gasoline.

The San Francisco team consists of Mrs. B. C. White and Miss Mitchell. Both are expert drivers and both have confidence they will make the better showing. Although they are to receive \$100 should they win, the money consideration is not bothering them.

"I just want to show the cafeteria city that the north knows how," said Miss Mitchell.

"Me, too," Mr. White backs her up.

The contest arose as the result of a boast made by Hoffman, who was a recent visitor, that Southern California women drivers were the best in the world. He was speaking to Weaver at the time and the latter bet him \$500 that two women could select a route and make the round trip in three days on the least amount of gasoline.

A speed stunt was not thought advisable as it was a matter of economy test to be run over the Los Angeles-San Francisco-Oakland triangle with two cars and four drivers entered. The cars were to be light Studebakers, one to be entered by San Francisco and the other by Los Angeles. Both were to start on Monday morning, September 5, one in Los Angeles and the other at San Francisco, and make the round trip in three days. One of the stipulations of each team driving one-half of the distance, either going or coming, in one day, two days are allowed for the other half. A complete check will be kept of all gasoline, water and oil used and the team making the best showing is to receive the loser to pay the money.

Two cars have been entered. The Weaver organization is backing the S. L. S., which last spring with Hart Weaver at the wheel, captured all-time records between San Francisco and Los Angeles, including the round trip mark, and proved its ability to stand hard work by being the first car into Yosemite Valley over any mountain road this year. The same car also broke the Los Angeles-Mexico record, beating the best time between the two cities by several hours. Later its time was beaten by a \$5000 car.

Hoffman has entered another Light Six with a history. It is the first sold in Southern California and has

REPAIR WORK SATISFACTION TO BE DESIRE

Billy Hanchett and Fred Osterlander, both known in Oakland automobile circles, have opened an automobile repair shop in the Grand Avenue garage.

They will specialize on Chalmers, Packard, Maxwell and Cadillac work. The mechanics they have employed, according to Hanchett, know these cars thoroughly.

They have worked out a plan that will suit the car owner who is very anxious about getting a job properly done when he turns it over to the shop for repair.

"We intend to study at all times," Hanchett claims, "before we will allow a car to leave our quarters, and until such is the case we will not call the job finished."

Just one month after they opened their shop to the public and Hanchett declares that business has been excellent.

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BUYERS ARE IN CRITICAL MOOD

Perhaps never before in the history of the automotive industry in America have the distributors found the buying public in so critical a mood, looking for real automobile values at an attractive price.

Since the new Kissel Custom-built Six line has been taken over by Latham, Davis & Co., Inc., judging from the comments of buyers, officials of that organization declare that the Kissel models meet all the requirements that appeal to this class of people.

"To meet the demand of the public throughout the country," states Harold Christensen of the local concern, "it has been the Kissel ideal and policy to build the best automobile in the custom-built class."

This has been emphasized in building cars showing individuality of design, elegance of finish, attention to detail and appointment, together with completeness of equipment.

"Distinctiveness is found in original body designs of graceful appearance and exclusive finish, a chassis and motor of advanced engineering development. Exclusiveness is maintained by such achievements as an automatic oil control and a thermostatic control, a feature which eliminates trouble in cool and hot weather and perfect reliability that enables the car to 'hug the road' regardless of speed.

"Body individuality is due to adhering to the tradition of constant body design and betterments in body craftsmanship and equipment, with riding comfort derived from low lounge seats and backs, especially sitting position."

Handicrafts, similar to the kind used by motorcycles, are installed on light automobiles in France.

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CARE USED IN TESTING TIRES

"If a tire is neglected and abused while in service, all the care used in testing and selecting the rubbers and the compounding materials, analyzing the fabrics, standardizing the operations and maintaining an experienced organization in order to make the most uniform and perfect product will be of no avail," said William G. Nelson of the Chemical staff of the United States Rubber Company at a recent meeting of the American Institute of Chemical Engineers at Detroit.

A pneumatic tire is designed and built to contain air, or an inert gas, under pressure, and there are no recommendable substitutes for it on the market today. The greatest danger of a tire in service is underinflation. Proper inflation is underinflation. Proper inflation is underinflation. Proper inflation is underinflation.

Briefly the results of underinflation are early separation in all parts of the tire, rim cutting, abnormal development of frictional heat, greater power and fuel consumption, rupturing of the fabric, splitting of tread, and abnormal strain throughout the tire.

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GOOD NEWS

OUR BUYER HAS JUST COMPLETED HIS MOST SUCCESSFUL BUYING TRIP all through the big Eastern centers. GOODS IN ENORMOUS QUANTITIES are arriving daily. He has notified us to make ready every inch of available space. ALREADY A CARLOAD HAS ARRIVED. Only a small part is listed below. HE HAS PURCHASED STAPLE AUTO ACCESSORIES AT PRICES THAT HAVE EVEN SURPRISED HIMSELF, and we are going to pass them along to you at OUR FAMOUS LOW PRICES that carry our money-back guarantee of satisfaction.

MIRRORS

Big assortment to choose from
103 Whitehouse, reg. \$1.25. Our price **65c**
104 Whitehouse, reg. \$1.50. Our price **95c**

98 series 5x7, oval or square beveled glass, regularly to \$5.00. Our price, **\$1.45** each

INSIDE MIRRORS

For open or closed cars, regular price \$3.50. Our price **\$1.75**

FOLDING

Luggage Carriers
For running board, like a fence. Made of channel steel, no cast iron parts to break. Regular price \$5.50. Our price **\$2.15**

Oil Can Holders

No. 1, regular 25c. Our price, each **10c**
No. 2, regular 35c. Our price, each **15c**

Install one and prevent the oil can from rattling around the pan.

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CALIFORNIA AUTO SUPPLY CO.

Chain of Stores

1748 Broadway
A few doors below the postoffice

2285 Broadway

Corner 23rd

Other Stores—Watsonville, Stockton

Steering Wheels

Badger 17-in. Steering Wheels
Our Price **\$2.75**
Regular \$4.50.

Badger 17-in. Steering Wheels
Our Price **\$2.75**
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Our Price **\$2.75**
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Badger 17-in. Steering Wheels
Our Price **\$2.75**
Regular \$4.50.

Spark Plugs

Genuine A. C. two piece
Regular \$1.00
Our price **29c**

Genuine A. C. two piece
Regular \$1.00
Our price **29c**

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Our price **29c**

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TRIP IS MADE IN HIGH GEAR

Interest has been aroused throughout California in the women's competitive economy run to be staged tomorrow by Chester N. Weaver, head of the Weaver-Wells Company, and the Paul G. Hoffman Company of Los Angeles, to determine which section, Northern or Southern California, can boast the best women drivers.

Two teams, consisting of two drivers each, have already been selected. Both teams will pilot Studebaker Light Six models and the test will be made over the valley and coast roads between the lay cities and Los Angeles.

The two cars will be operated over identical courses and under identical rules. One will start at San Francisco and the other Los Angeles and the time will be to see which team can make the round trip in three days on the least amount of gasoline.

The San Francisco team consists of Mrs. B. C. White and Miss Mitchell. Both are expert drivers and both have confidence they will make the better showing.

Although they are to receive \$100 should they win, the money consideration is not bothering them.

"I just want to show the cafeteria city that the north knows how," said Miss Mitchell.

"Me, too," Mr. White backs her up.

The contest arose as the result of a boast made by Hoffman, who was a recent visitor, that Southern California women drivers were the best in the world.

He was speaking to Weaver at the time and the latter bet him \$500 that two women could select a route and make the round trip in three days on the least amount of gasoline.

A speed stunt was not thought advisable as it was a matter of economy test to be run over the Los Angeles-San Francisco-Oakland triangle with two cars and four drivers entered.

The cars were to be light Studebakers, one to be entered by San Francisco and the other by Los Angeles. Both were to start on Monday morning, September 5, one in Los Angeles and the other at San Francisco, and make the round trip in three days.



THE CHANDLER DISPATCH, WHICH CLIMBED SUNNY SLOPE IN HIGH GEAR, E. W. Baker, salesman for Hebrank, Hunter & Peacock Company, is at the wheel

SUNNY SLOPE IS ASCENDED IN HIGH GEAR

Climbing Sunny Slope in high gear is the feat accomplished by E. W. Baker of Hebrank-Hunter-Peacock Company in a Chandler dispatch model last week. Baker made the stiff climb in fast time.

"The Chandler which I used was a stock car, taken from the salesroom floor and sent over the hill. I tried it a time or two before I made it, but that was merely to get the lay of the land," Baker claims. Baker is a salesman for Hebrank, Hunter & Peacock Co.

"Sunny Slope is the steepest of the hills beginning at Grand avenue and running over the hill to Jean street. The grade ranges from 22 to 25 per cent, which is about the steepest we have in Oakland.

"We hit the bottom of the hill going about thirty-five miles an hour and were moving at fifteen at the top. The motor never hesitated in the whole climb and kept moving with ease and without halting.

"We found that the motor had power enough to climb the hill in high gear without hitting the bottom at excessive speed. When we made the turn from Grand avenue the car did not skid, because we were not going fast enough to make the wheels slide to the side.

"There was no trick to this feat.

EXTRA SERVICE ON FERRY LINE FOR HOLIDAYS

The Richmond-San Rafael Ferry, which is the connecting link between the Eastbay cities and the Marin County shore, plans to provide extra service over the holidays, according to an announcement made by President Charles Van Damme last night. This means that the two-boat 45-minute service will be maintained for the most part of the traveling hours during the rush days.

"Since the second boat was added to the line last May there have been delays on our route," says Van Damme. "We have attempted, by every means at our command, to eliminate long delays at the ferry terminals."

Parisians Stirred By Automobile Hearse

When a new and modern automobile hearse was recently introduced for the first time in Paris, by an undertaker, a crowd quickly gathered around and began talking in the most gruesome form of wit.

The Chandler simply climbed without trouble and easily.

"The reason we made the trip was to show our own organization what the car can do," states Charles Hebrank, manager.

"We have told our salesmen that the power plant of the Chandler is adequate and in order to prove it to them conclusively Baker made the run up the hill in high gear.

"When a salesman is sold on his own product he makes a good salesman; when he is not, he finds it hard to sell his stuff. This applies to anything."

REGULAR OILING NEEDED BY AUTO

Even the simplest machinery must have oil, and at regular intervals, in order to have it perform with ease and continue its usefulness. How much more careful, then, should one be with the complicated and delicate mechanism of the automobile.

According to R. W. Foyle, manager of the Alameda Lubricator Company, the real purpose of lubrication is to prevent friction, which results in wear and tear, loss of power and constant repair bills. It is, he states, a matter of life and death to your automobile that you give lubrication careful attention.

AUTO CAMPING CUTTING INTO HOTEL TRADE

R. C. Ruessow, general sales manager of the Reo Motor Car Company, in traveling through the country has found every evidence of a cutting into hotel business by the motor car camper, who are growing more and more numerous. Elaborately fitted out light trucks, some of them Reo speed wagons, were found in cities and on the road and being used as living quarters. Lawyers, doctors and men of big business affairs were encountered, who expressed delight over the gypsy life adopted. Some had been out months and even said they were figuring on going on indefinitely, seeking warmer climates as winter came on in northern latitudes.

CAR FINISHES TEST AT 80-MILE CLIP

An Apperson anniversary eight, driven by Charles L. Basie and Douglas Phillips, last week established a new record for sustained speed over a period of forty hours on the Los Angeles speedway. According to Lettroy D. Frasier, Apperson distributor, the car traveled 2757

miles at an average of 88.9 miles an hour, including all stops for change of drivers, tire changes, gasoline and oil.

The test run, it is stated, was planned by Harris M. Hanchue, coast factory representative for the Apperson factory, with the view to showing the unusual stamina and power possessed by the car. Hanchue was anxious to have the test made at a high rate of speed, but was strongly opposed to spending on the highways, and hence the famous Beverly Hills track was used.

Four successive days of daylight running, of approximately ten hours each, constituted the test which was run under the constant supervision of "Doc" Betts of the Speedway Association and two other timers and checkers and representatives of Los Angeles newspapers. At the completion of the final lap of the test, Driver Charles Basie sent the car around the mile and a quarter oval at a speed rate of a little

better than eighty miles an hour.

Several factors, it is stated, contributed to make the test more severe than had been originally intended in the plans. The track was built for racing cars of approximately 100-inch wheel base, while the Apperson anniversary has a wheel base of 130 inches. Going into the turns at seventy miles an hour, or better, this meant almost 30 per cent additional retarding effect, which even in the higher and shorter racing cars amounts to nearly seven tons at one point on the thirty-five degree turns. Then due to the wear and tear on the track from previous races, the board track presented far from smooth and level surface.

The total special tax paid by motorists in this country amounts to \$267,000. This does not include the regular personal property, excess profits, income, or other taxes to which the car owner may be subject.

HARD WORK AGREES WITH THESE TRUCKS

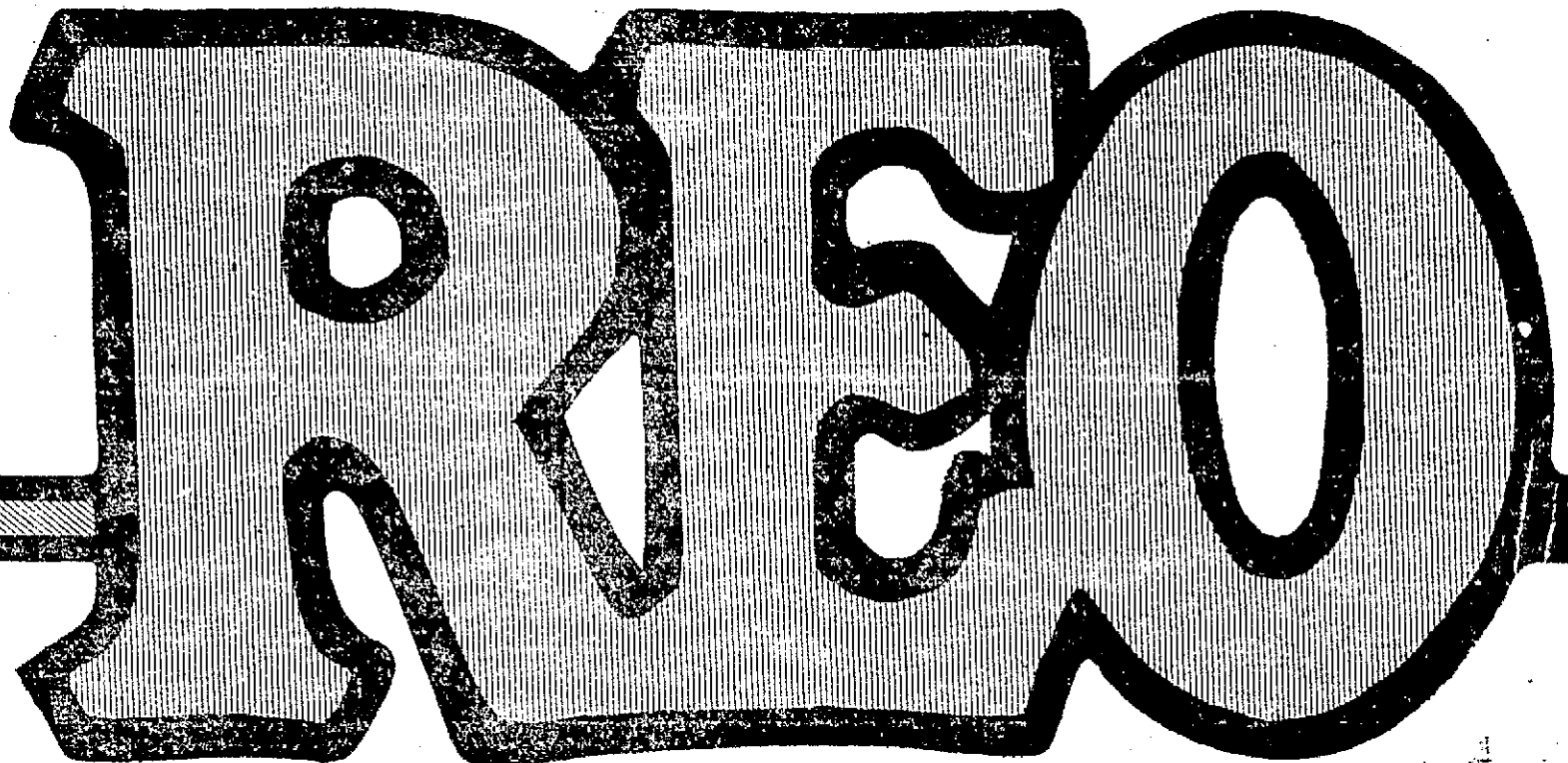
"The harder you work them, the better they like it."

This is a statement coming from George Peak, of George Peak Company, Republic truck distributors, and is made in connection with the yellow chassis trucks.

According to Peak thirty-six tons in one load at seven to eight miles an hour is the mark set up by two Republic trucks in the big fleet operated by C. A. Edwards, one of the leading excavating contractors of Southern California. This load was not carried by the trucks on their chassis but it was distributed as follows: Three tons in each of the two dump trucks, twenty tons of steam-shovel and

two tank wagons weighing tons each with the two Republic on the business end of a chain big around as a man's neck.

Official Service
Gray & Davis
North East Electric
Bosch Magneto
Get acquainted with us.
Motorcar Electrical Co.
2324 BROADWAY
Phone Oakland 5209



IN OAKLAND

We take great pleasure in announcing the appointment as Reo dealers for Alameda and Contra Costa Counties the

H. A. HINE CO.

3741 BROADWAY

Piedmont 1221

Reo passenger cars and Reo Speed Wagons offer the most satisfactory transportation, personal or commercial, that you can buy. For nearly a quarter of a century the Reo has won a reputation for service that is shared by few American products.

This is a time when the owner's viewpoint counts. We find that selling automobiles grows easier as we take the position of the owner.

When owners buy automobiles on the cost per mile of

depreciation (the greatest item of cost) we sell them a REO.

Volume sales and stunts are spectacular but mean nothing to the motorist.

150,000 miles with only minor replacements are the common experience of Reo owners.

That smile of satisfaction you get from passing REO owners is nothing more than the Reoite feels about that "good car that runs so long."

New Models—New Prices

Here's the news you have been waiting for.

For months past the one query most often propounded in motoring circles has been, "What is Reo going to say—and when?" Here's the answer.

New Closed Models—4-passenger Coupe and 5-passenger Sedan—are now available.

New Prices on Touring and Roadster models effective now.

Story is too long to tell here. It would take a page to tell you about one model alone.

Besides you will have to see these new Reos to fully appreciate. Suffice to say, all Passenger Car Models have that wonderfully silent, sweet-running, amazingly powerful Reo Six Motor—the greatest motor in the world of its size and for its purpose.

In every genuine advance in automotive science—in all that makes for greater motoring satisfaction—this Six upholds Reo traditions of leadership and merits the title, "The Incomparable—the Six of Sixty Superiorities."

The epitome of Reo engineering experience—the last word in coach building.

In that mighty Reo Speed Wagon we now have something sensational to offer you.

Nobby Cord Tires all round and—a greatly reduced price—also effective now.

This Speed Wagon dominates the Field regardless of carrying capacities.

Wherever Motor Trucks are known this Speed Wagon is known as the best.

It fits every business—meets every carrying need.

Range of usefulness is practically unlimited—most versatile as well as most dependable.

Always the lowest priced commercial car of its carrying capacity, this Speed Wagon is now a better buy than ever.

When you've seen these new Reos and heard the new prices, you'll say, Reo is today, more than ever, "The Gold Standard of Values."

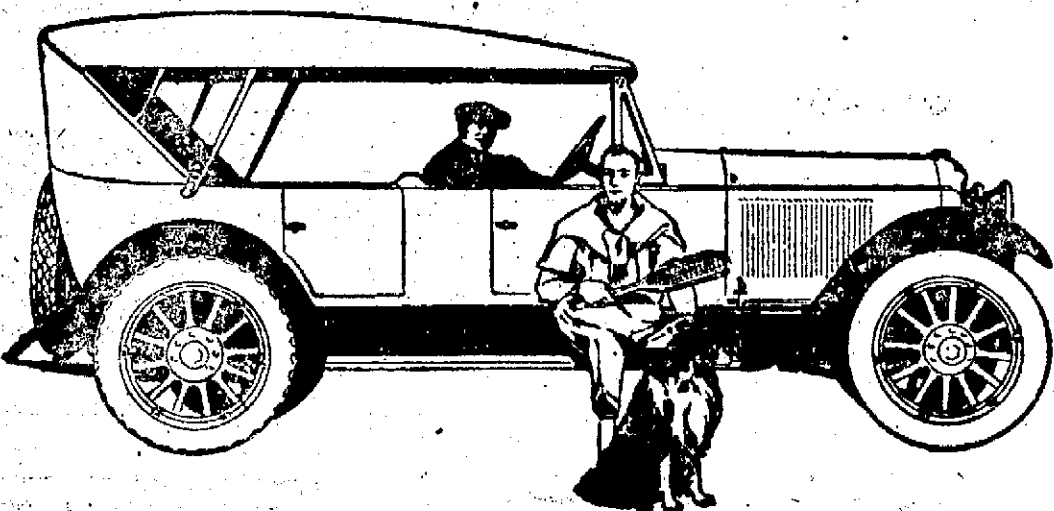
Come in and see and hear the whole story.

REO MOTOR CAR COMPANY

Sales: 1730-40 Van Ness Ave.
Service: Post and Gough.

OF CALIFORNIA
SAN FRANCISCO

Prospect 682
Prospect 682



PAIGE

The Most Beautiful Car in America

All That Money Can Buy

To be Master of the Highway is glory indeed, but this well-earned distinction does not alone explain the country-wide preference shown for Paige 6-66 models.

To start with, there is large economy in the initial price. Furthermore, many attested performances on track and hill have revealed a stamina that is a guarantee of long life and freedom from repair bills.

All that a truly fine car should be, it is easily apparent that the Paige 6-66 is by far the greatest dollar-for-dollar value on the market today. Is it any wonder, then, that discriminating buyers who could well afford to pay \$5,000 to \$6,000, if they were convinced that supreme quality compelled it, choose the Paige?

PAIGE-DETROIT MOTOR CAR CO., DETROIT, Michigan
Manufacturers of Motor Cars and Motor Trucks

CARL CHRISTENSEN, Owner
VICTORY MOTOR SALES CO.
3000 BROADWAY, OAKLAND Phone Lakeside 4791.

NEW PRICES ON PAIGE CARS

Open Cars		Closed Cars	
Chrysler, 6-44, 5-Pass. Touring	\$1635	Coupe, 6-44, 4-Passenger	\$2499
Chrysler, 6-44, 5-Pass. Roadster	1635	Sedan, 6-44, 5-Passenger	2579
Chrysler, 6-44, 5-Pass. Sport Car	1915	Coupe, 6-44, 5-Passenger	2775
Lafayette, 6-44, 5-Pass. Touring	2375	Sedan, 6-44, 5-Passenger	2375
Lafayette, 6-44, 5-Passenger	2375	Lafayette, 6-44, 5-Passenger	4630
Daytona, 6-44, 5-Pass. Roadster	2375		

All Prices F.O.B. Factory, Tax Extra

NEWEST TIRE PLANT HAS 200 OUTPUT

The Coast Tire Plant, in Oakland, one of the largest in the west, is now in production, turning out its first tires, which will be sent to the dealers in the very near future.

The September production schedule calls for 200 tires a day, with a payroll of \$25,000 a month, and this will be stepped up gradually as demand increases.

The Coast tire plant is one of the most complete in the country, and every piece of machinery is modern in every respect. Only the latest type apparatus is used here, and tires will be produced quickly and efficiently.

A huge luncheon, attended by nearly 400 Oakland business men, was held at the Hotel Commodore last Wednesday, to open the place formally and give business men a chance to see Oakland's newest industry.

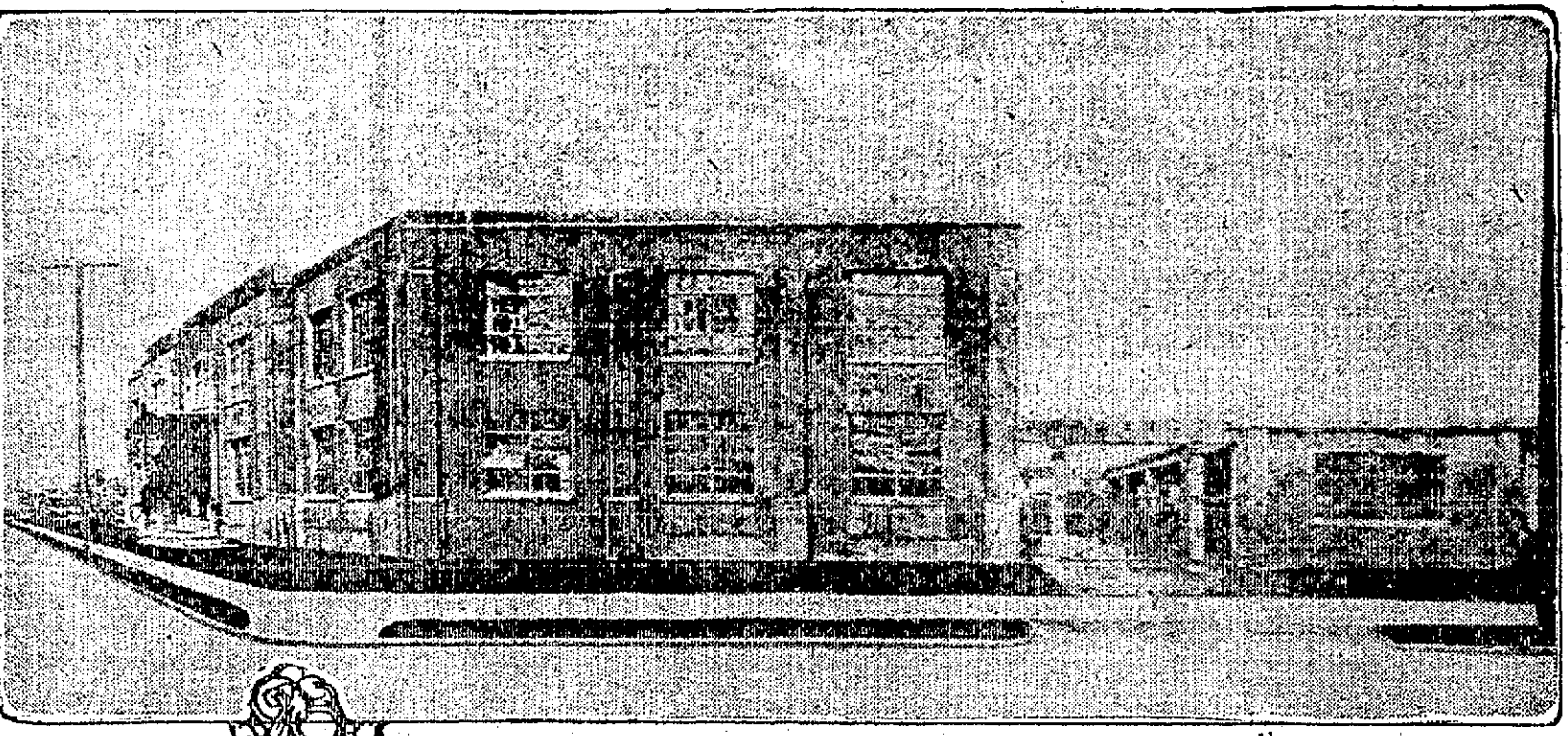
The factory is built of reinforced concrete throughout and according to latest design. Daylight shops throughout, eliminating the use of artificial light during the day, and there is adequate provision for night shifts, with proper ventilation.

By making tires here, the huge cost of shipping raw rubber from the east to the coast, then fabricating it in tires and then shipping the finished product west again, is eliminated.

It is certain that the Coast tire factory can build their product under most favorable manufacturing conditions and maintain that quality necessary to make the tires popular.

Complete and exhaustive tests have proved this to be true.

THE ADMINISTRATION OFFICE OF THE COAST TIRE & RUBBER COMPANY, LIKE THE FACTORY ITSELF WHICH builds the tires in this city for use everywhere in the west, is a modern structure fitted with every appliance usually found in busy executive establishments.



FIRM BUYS NEW TRUCK PLATOON

The Associated Oil Company has inaugurated a platoon of two Federal trucks to be used in this city and throughout the Eastbay, for the delivery of Cyclo oil and other products of the company.

It is doubtful if ever before such an attractive delivery truck has been put out by any company handling oil and gasoline. The truck is finished in a bright green, with solid brass trimmings. The only thing lacking is the footman or the Japanese Vaid.

The oil tank is constructed in four compartments, each carrying a different grade of Cyclo oil. On the upper sides of this tank the word Cyclo is attractively displayed, and on the draw-off cabinet, rigged just back of the driver's cab the signature of the Associated Oil Company appears.

On each side of the truck, in dust-proof compartments, the draw-offs are located and when the cabinets are closed they carry a very attractive appearance.

Running from the top of these draw-off cabinets to the rear of the truck on either side, is the delivery bracket of solid brass. The funnels are also of solid brass.

These Federal trucks used in the Eastbay district are but the first of a large and similar fleet to be put into commission by the Associated company for service all over the state.

Of the surplus war material of the United States, disposition has been made of 51,444 motor vehicles, of which 41,955 have been transferred to other Federal departments and bureaus.

FIRST AUTO IS "IMPOSSIBILITY," SAY CHINESE

Mrs. Helen Wiley Dutton has written her father, E. J. Wiley of Sault Ste. Marie, Mich., of a thrilling auto ride in the interior of China. She is now a resident of Taihu Shann. Her car was the first ever seen in the district. She records the arrival of the first car at Taihu Shann and says that the first car seen there was a seven-passenger Cadillac and it looked like a palace to her and an impossibility to the inhabitants who had never even heard of a motor car. Roads built by the Red Cross to avert famine and built of native dirt by furnishing natives who carried the road building material in baskets, proved helpful.

Bible Verses Used To Warn Motorists

In place of the usual danger signals in and about the mountainous vicinity of Unlontown, Pa., to warn motorists to drive carefully, signs are erected which display quotations from the Bible. At the most dangerous curves on the National Pike are warnings: "Prepare to meet thy God."

ACTOR USES CAR ON COAST TRIPS

Motor cars are coming more and more to mean independence of transportation difficulties for everyone who uses them. This applies particularly to those who make periodic trips between cities.

Necessarily actors are looking more and more toward this means of avoiding long train trips, and they are using cars now where they thought impossible a few years ago. Uke Hershaw, one of the best-known vaudeville stars of the west, who is on the Pantagea circuit, is one of the believers in individual transportation. He is owner of a Nash six, and told Howard Rector, manager of the local establishment, yesterday that he uses his Nash on all his trips throughout California, and during the summer travels into the northwest.

The automobile registration in Saskatchewan, Canada, has increased from 74 cars in 1903 to 60,325 in 1920.

Brake Adjustment Needs Great Care

When the car owner has installed on his vehicle a winter body of any type he should remember that he has added considerable weight to the vehicle. For this reason it is necessary that he carefully adjust the brakes to care for the added burden. Neglect of this obvious precaution causes many minor rear end collisions in city driving and may contribute to serious accident.

AUTO Accessory Bargains

For the Coming Week. List Special

Nonallo Polish, large size	\$1.25	\$.85
Champion Spark Plugs	1.00	.70
A. C. Titan Metric Plugs	1.00	.40
Monarch Sun Visors	5.50	4.00
Side Wings, beveled plate, all brass fittings	20.00	17.00
Round Rear Sight Mirrors	1.65	.95
Sees-All, inside V Mirrors	4.50	3.50

Watch our Sunday Ads for Weekly Specials. Full Line of Camping Equipment at Special Low Prices.

Jones Auto Supply Co. Broadway at 25th Street.

FORMER ATHLETE NOW SALES CHIEF

S. H. Thompson, former University of California football and track star, who recently joined the Ruckstell Sales and Manufacturing Company, has been appointed manager of retail sales by Glover Ruckstell and in the future will have supervision of the sales force representing the Perfecto two-speed axle for Fords in this territory. Thompson was recently sent to Los Angeles, where with Ruckstell he organized the branch office there and gathered together a live sales organization.

Returning to the company's plant at Berkeley, Thompson has under-

taken the organization of the retail sales force for that Eastbay district, and he has already met with excellent success. Thompson intends to open up an aggressive campaign here just as he did in the south, where the Perfecto product has made great headway.

The Los Angeles office has been left in charge of C. J. Cadwell and H. W. Klipstein, Jr., and among the salesmen there who are making excellent records is Eddie Pullen, former speedway champion, who is well known in Oakland. It is the intention of Thompson to establish a branch house in many of the large cities of the coast and a retail sales branch will be opened in San Francisco just as soon as the local field is organized.

Before joining the Ruckstell company, Thompson was with the Ford organization, where he made an enviable record.

Pennsylvania has 17,500 retail gasoline dealers.

VOLUME OF CAR OUTPUT IS BIG

Returning from a trip to the Republic factory at Alma, Michigan, Horace Hill, sales manager for the George Peck Company, Republic truck distributors, brings glowing reports of business conditions in the East, together with the outlook for the coming year.

"One visit to the Republic factory will convince you of the volume of business that is being done this year," states Hill. "I found everywhere optimistic concerning the future. I found particular enthusiasm in the East over the new three-quarter-ton truck, model 75, known as the Republic Rapid Transit."

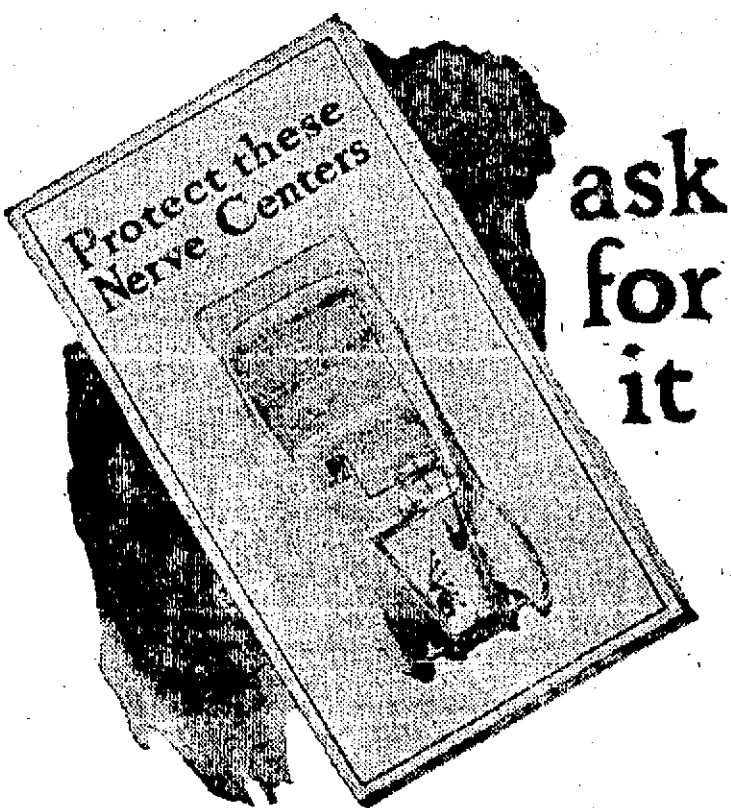
GOVERNOR RIDES IN OFFICIAL CAR

Governor William D. Stephens, President David P. Sarrow of the University of California, and other distinguished guests at the Berkeley Manufacturers' and Merchants' Fair were passengers in the new Veie touring car during the week of the recent fair in Berkeley. The Webb Motor Company, Alameda, and Contra Costa counties, has received from the management of the Berkeley Fair their thanks for the way in which the official car helped to make a success of the various gatherings during Fair week.

The Webb Motor Company had a specially located exhibit of Veie models in the Fair pavilion, and much attention was attracted to this display. In addition to the exhibit the Webb Company gave Berkeley some idea of what is being accomplished in the refinishing department of the Webb Motor Company by displaying examples of their work.

There are 135 passenger cars, 49 trucks and seven motorcycles in the Bahamas Islands.

Distributors will give this Booklet to Motorists and Dealers



ask for it

THIS valuable booklet tells in a new and popular way some things you have wanted to know about electrical equipment on motor cars, trucks and tractors. It answers questions that are daily asked by thousands of motorists. It will appeal to repairmen and dealers.

You can get this booklet free from any one of the distributors listed. Call personally for it if a distributor is located in your city, or note the one nearest you and use the handy coupon.

United Motors Service

INCORPORATED
Service Department of Delco, Klaxon, Remy
GENERAL OFFICES, DETROIT, MICHIGAN

Smith United Service

24th and Webster St.
Battery and Electrical Service
Service With a Smile

Mack TRUCKS

GET THE WORTH OF YOUR MONEY When Buying a Truck

These days the woods are full of parentless trucks. Either the assembly plant or dealer is in financial straits and, in some instances, both. The trucks are offered at what may appear to be alluring prices but the wise buyer will avoid them as he would contagion.

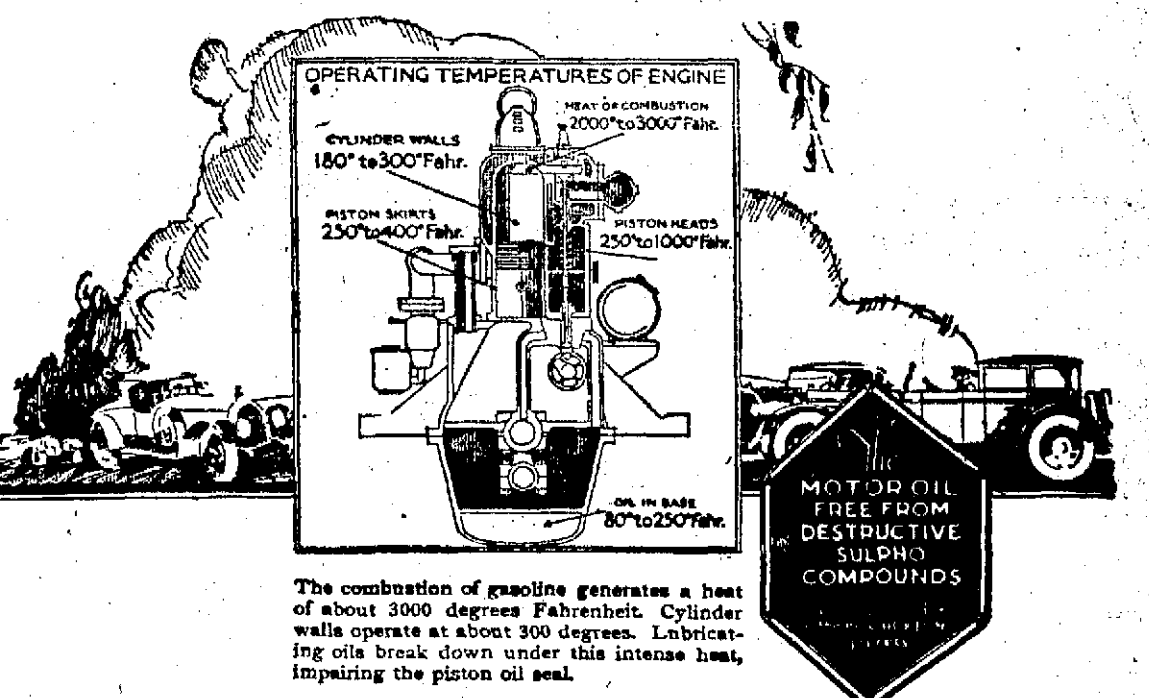
First cost is not the proper basis by which to judge true truck value. Ultimate cost, measured by the life of the truck in years and miles, is what should decide your choice.

We invite you to investigate the responsibility of the manufacturers of MACK trucks and the dealers who sell them. We urge you to inquire into the merits of the truck as they have been demonstrated by performance in the hands of owners. We are positive, if you make an independent, unbiased investigation, you will determine the truth of our assertions.

When you buy a MACK truck you get your money's worth. Isn't that your desire?

Mack-International
Motor Truck Corporation
325 ELEVENTH STREET
Phone Oakland 1898
San Francisco San Jose Stockton
BRIDGE THE BAY

PERFORMANCE COUNTS



Withstands Decomposition Under Terrific Engine Heat

Only an oil of the highest lubricating value can stand up under engine heat ranging from 100 to 3000 degrees Fahrenheit.

Oils containing "sulpho" compounds decompose quickly when exposed to this heat. Decomposition is marked by impaired lubricating film between moving parts, by loss of compression and power, by reduced lubricating efficiency and by damage to the engine.

Cyclo is the new and different motor oil with greater durability. Cyclo is free from destructive "sulpho" compounds. These are removed by the new Hexcon Process, used only by us.

Cyclo-ize your motor. Clean your crank case—not with kerosene—and refill with Cyclo. Consult the Cyclo Recommendation Chart. It shows with scientific accuracy, the correct grade of Cyclo for your motor. The price of Cyclo is 25c to 35c a quart according to grade.

ASSOCIATED OIL COMPANY, San Francisco

CYCOL

MOTOR OIL
FREE FROM DESTRUCTIVE "SULPHO" COMPOUNDS

PRICES ON OVERLAND AND WILLYS CUT

Smashing price reductions for the second time this year were announced yesterday by the Willys-Overland Company by wire from the factory at Toledo. The price drops amount to \$100 for the Overland touring car and roadster and \$30 for the sedan.

The declines in Willys-Knight cars amounts to over \$400 on the roadster and \$370 on the touring.

"This makes the Overland one of the lowest priced, completely equipped cars in the country," says Herbert D. Bell of Bell & Boyd, Willys-Knight and Overland dealers here.

"The reduction amounts to 42 per cent on Overland and 32 per cent on Willys-Knight cars in less than a year, bringing them to a point lower than ever before in the history of the company."

"The Overland is equipped with starter and lights, a three-speed transmission, demountable rims, and the body is of steel throughout with baked enamel finish."

"The side curtains open with the doors, and the new triplex springs make it one of the easiest riding cars in the country."

"The Willys-Knight is equipped with the famous Knight motor, the same that is used in high-priced cars here and in Europe. Careful mechanical methods have made it possible to build this motor at a price that is lower than anywhere else in the world."

"We expect an avalanche of sales as soon as the public finds that can secure high-grade automobiles for less money than ever before in the history of the automobile business."

"Prices are now to bedrock, and the cars are better than they have ever been before. Nothing is skimped in production to meet price."

OWNERS ADVISED TO STUDY CLUTCH

"It would be well for car owners if they made themselves familiar with the use of the clutch," states H. G. Markham of Markham & Purser, Oldsmobile dealers, in discussing the modern automobile driver.

"Many drivers when they want to make a short stop, throw out the clutch, not one in a hundred using the gear shift to disengage the engine from the transmission."

"This seems to me to be either ignorance or indifference for the welfare of the machine is at stake. The injury done to the car by this faulty handling of the clutch is not apparent at the time, indeed, the driver may never know that his clumsy operation may be the cause of later trouble in parts remote from this point."

"The proper function of the clutch is to release the crank shaft from the transmission that shift of gears may be made. A good driver does not use his clutch for any other purpose, except in cases of extreme emergency when the time to stop is too short to use the brakes."

"Never abuse your clutch for by such abuse will come the breaking of your gears in the transmission, tearing the bearings and couplings and shearing the cover keys that hold the gears which start the drive shaft and axles and throw sudden strain upon the wheels. But perhaps the worst effect of all will be the excessive wear on the tires, which are affected by the sharp jerks that make the drive wheels spin and wear the tread or pull the rubber loose from the fabric."

ACCESSORY MAN BUYS BIG STOCKS

Maurice Copeland, proprietor of the California Auto Supply chain of stores, will return from the East Tuesday. He has been away for over three weeks, purchasing in large quantities to take care of his four stores, which are situated in Northern and Central California.

According to word recently received by him he has had a very successful trip and has much of the equipment he bought on his way to Oakland, where it will be distributed to the various stores.

Many staple lines will be put on sale in the near future and first carload of goods, which arrived last week, contains many articles which are necessary for the upkeep of an automobile.

This trip is one of the most successful Copeland has made, according to his wife, who has a very active part in the business with her husband.

WHAT THE CAMERA MAN SET OUT TO DEPICT IN THIS VIEW WAS A GLIMPSE OF the artistic stage setting for a Paige car in the Victory Motor Car Company's salesroom on upper Broadway. The natural light and reflections of the bright colorings in the stage props clashed and the best the photographer could do is reflected in this illustration.



Metallurgy Aids in Auto Industry Increases Power, Decreases Weight

Metallurgy has played a most important part in the development of the motor car. The early motor cars were built with the ordinary commercial steels. Since then the industry has progressed through the various special carbon steels and alloys on to vanadium steel and last to the most progressive of all, molybdenum steel. Prior to the war this constructive material was practically unknown. Its development and use is chiefly accredited to C. Harold Wills by the Scientific American. In a recent issue of this publication, the maker of the Wills Sainte Claire motor car, is hailed as the manufacturer who has taken one of the greatest steps forward in the increasing of the power of a motor and the decreasing of the weight. In the article regarding the development of molybdenum steel, the Scientific American of January introduced molybdenum steel in the United States was brought about by the demand, for use in the Liberty motor, of a steel of superabundance and response. Mr. Wills turned his attention to the new alloy, molybdenum steel, which he used successfully for the crank shafts. The service secured from these crank shafts and from other parts of the motor for which molybdenum steel was used was eminently satisfactory—so much so that Mr. Wills decided to devote himself to the development of an automobile, of light weight and high power, in which this material should be used for all those parts of the machine that are subjected to stress. To this end he built the new plant and town of Marysville.

"There is probably no mechanism in the world today that is subjected to such hard usage as the working parts of an automobile. Not only are the stresses dynamic, but they are subject to reversal; and because of the insistent demands that the weight shall be kept down, it is necessary to reduce the size of the parts to a point where the stresses, at times, must necessarily approach the limits of elastic strength. The steel employed must have the combined qualities of hardness, toughness, resiliency and ability to withstand sudden and great reversals of stress and a continued succession of shocks of the heaviest character. The merit of molybdenum for automobile construction lies in the fact that it meets all these heavy demands with such reliability and staying power that it is possible to reduce the sectional weight of the parts to a point which no manufacturer would care to approach with any other known steel."

This will be understood when we state, that whereas it would have to be a very heavy carbon steel that a manufacturer would care to submit to a unit stress of 70,000 pounds to the square inch, the new carbon-molybdenum-nickel steel can carry a unit stress of 150,000 pounds with safety. Moreover, the molybdenum

steel would be the tougher of the two. Naturally, there are variations from the above quoted figure; for in parts of the car that are subjected to great fatigue, such as the connecting rods, the unit stress drops to 135,000 pounds to the square inch. On the other hand, in the gears it is possible to use a unit tensile stress running as high as 335,000 pounds."

Motor vehicles cost more in Great Britain than in the United States, because of their inability to manufacture cars in quantity production.

Charles J. Swain claims to have owned the first automobile in Philadelphia, in 1893, and since that time he has owned 54 different cars.

Beauty

For the town car is assured through our "Class A" paint and varnish work.

Now that the hard usage of summer touring is over the car should be beautified for social use in the fall.

This plant turns out work of such beauty that a last-year car can be compared favorably with those of later date.

Many motorists prefer our patented Ry-namel process because it is less expensive to apply and lasts from two to three times as long as other "Class A" jobs.

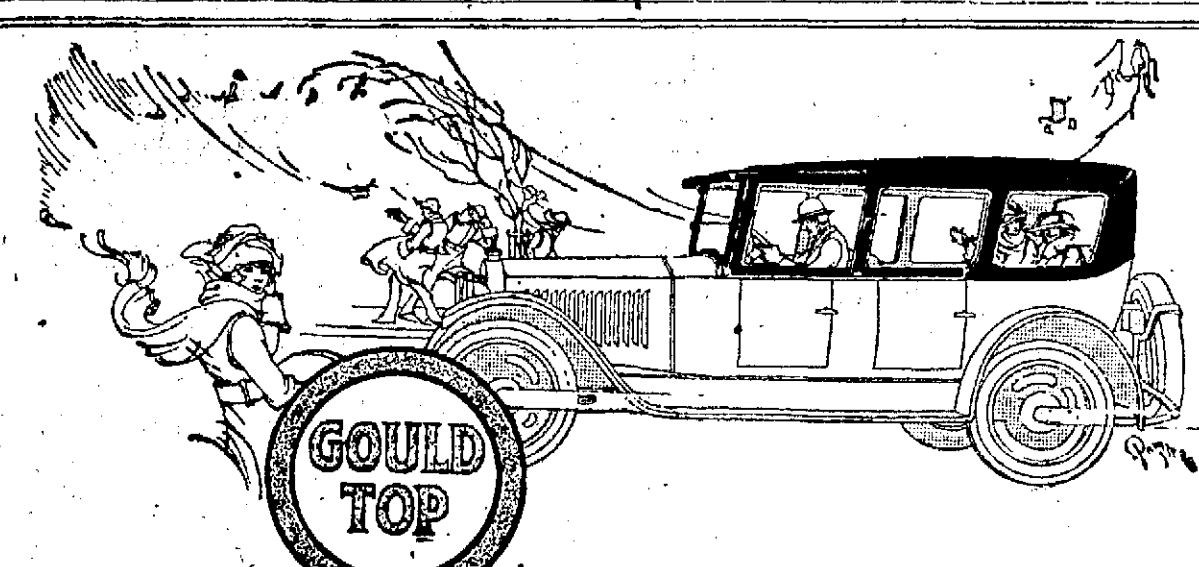
Literature on request

Liberty Auto Co., Inc.

Automobile Painting, Upholstering, Top and Body Building

Ry-nameling Japanning
Distel Wheels Grass Air Springs

Telephone Merritt 50
1750 East Twelfth Street
Oakland, Cal.



Exclusive Gould Features

The sliding windows drop into position when closed, resting silently upon the body of the car without the aid of locking devices. The windows can be opened or closed from outside or inside the car; from front or rear seat. The slanted window provides more room in entering and leaving besides affording an unobstructed view of the road.

Dodge (500) - **Studebaker** (650)
Chevrolet (425)

Gould Tops carried in stock for these cars can be put on in 24 hours' working time.

F. D. Gould Company
Sutter and Gough Sts., San Francisco

Those Slanted Windows Have a Double Value

Fleetness, individuality and style are ideally expressed in the car possessing a Gould Slanted Window Top. More than that, added comfort and convenience are constantly experienced. It is so much easier to enter and leave the car because of the extra shoulder room provided by the slanted window construction. In the elimination of the vertical post usually attached to the windshield, the driver is afforded an unobstructed view of the road.

Remember that the Slanted Window construction is found only in the Gould Top and is fully covered by patents.

Let us show you a Gould-Top equipped car or send for our illustrated booklet.

Keep the weather where you want it with a Gould Top.

CHANGES ADD MUCH TO CAR

"The 'Four-Ninety' Model Chevrolet, with its numerous changes and refinements has created an influx of prospects during the last few days," says J. S. Brooker, assistant manager of the Chevrolet Motor Company retail store.

The present Four-Ninety models, which have been considerably reduced in price, now have the new Helical cut spiral gears, which can be adjusted from the outside by three set screws, located on the housing and which eliminates a disassembling of the rear end.

The emergency brake is now controlled by a hand lever, instead of

on the foot pedal, thereby relieving the clutch of considerable use. Timken bearings are now standard equipment on the front wheels, taking the place of the ball and cup bearings.

Willard rubber insulated battery is now used in place of the old type with wooden separators.

Headlight lenses, conforming to the laws of the state, are now standard equipment in place of the plain glass.

The riding qualities of the car have been greatly improved in the fact that deeper and softer upholstery is now being used.

We expect the influx of prospects and interest in this model to still continue, owing to its great value, coupled with our efficient service, which has been maintained in the past.

As many as five different kinds of taxes are imposed on automobile owners in many States.

NEW MODEL OF 3-4 TON TRUCK WILL BE MADE

Watt Moreland of the Moreland Motor Truck Company, Los Angeles, was in Detroit recently. His company some weeks ago announced a substantial reduction in prices and also announced its intention to put on the market shortly a new model, a 3-ton truck upon which the Moreland engineers have been at work for two years. Moreland believes that this truck will present features making it revolutionary in many respects. He came east to arrange for materials. The company cleared up its inventory of materials bought at former high prices some time ago. The company is selling direct from the factory to the user. It believes that conditions are now ripe to go right ahead and prepare for increased business.

AUTO OF 1913 USED ON CAMPING TRIP

P. J. McLean, R. S. Case and M. G. Byes recently reached Los Angeles in a Cadillac car of the vintage of 1913 equipped with a camp body. The old car has traveled 165,000 miles at the start of the trip at Miami, Fla. The purpose of the tourists is to boost Miami and they carry a full set of chimneys, have a complete camping outfit and moving picture camera with an outfit for displaying pictures of their city beautiful. On their present journey they had covered 4460 miles when Los Angeles was reached, having been forced far out of their intended route by floods.

Ford

THE UNIVERSAL CAR

PRICES AGAIN SLASHED

Official Advices from the Ford Motor Company, Detroit, Mich., Announce Further Reduction on All Ford Cars and Trucks, Delivered in Oakland

EFFECTIVE NOW

TOURING.	Without Self Starter or Demountable Rims	\$488.17
	With Self Starter	561.06
	With Demountable Rims	514.20
	With Self Starter and Demountable Rims	587.09
ROADSTER	Without Self Starter or Demountable Rims	456.93
	With Self Starter	529.82
	With Demountable Rims	482.96
	With Self Starter and Demountable Rims	555.85
COUPE		\$738.07
SEDAN		\$805.75
CHASSIS	Without Self Starter or Demountable Rims	418.57
	With Self Starter	490.30
	With Demountable Rims	444.19
	With Self Starter and Demountable Rims	515.92
TRUCK	Pneumatic Tires and Demountable Rims	572.28
	Pneumatic Tires, Demountable Rims and Self Starter	644.01

Touring Car Reduced \$60
Roadster Reduced \$40
One-Ton Truck Reduced . . \$50
Sedan and Coupe Reduced \$100

This latest reduction brings the Ford Price Lower than ever before in its history.

E. C. BURGER
1391 Washington St., San Leandro

R. H. COZZENS
4800 San Pablo Ave., Oakland

ELMHURST GARAGE
9327 East 14th St., Oakland

NELSON SCOTCHLER CO.
Shattuck and Durant, Berkeley.

WM. L. HUGHSON CO.
24th and Broadway, Oakland

H. M. LAWRENCE
301 Twelfth St., Oakland

JOS. PIEROTTI & SONS CO.
426 Sixth St., Oakland

SAVOY GARAGE
3069 East 14th St., Oakland

MARIN AVE. MARK AGAIN IS LOWERED

Determined to regain their laurels on Marin avenue, in Berkeley, which the Chandler broke Thursday by clipping one and one-fifth seconds from their previous time, the J. P. K. Motor Car Company sent a Lexington Lark, driven by Roy Mires and carrying four passengers weighing an average of 150 pounds each, over the steep hills in 1 minute 49 and 4-5 seconds, again setting a record which they claim will be in safe keeping for some time to come.

The newly made mark by the Chandler was lowered on the first attempt by the Lexington under observation by a TRIBUNE representative, and on the second attempt starting at the very bottom of the hill without a running start which has always been the custom, the Lexington finished over the top in 1 minute 49 and 4-5 seconds, lowering the former record to 2 and 2-5 seconds and their own previous record of 1 minute 54 and 1-5 seconds by 4 and 2-5 seconds.

In the last month many attempts have been made to break the Lexington mark. Cars have tried repeatedly to even up the time and only one was successful. This hill is not a tricky one and only a car having lots of power and speed in second and low gear can make the pull in any sort of fast time.

The climb from the start is very gradual, but in reality are mighty hard pulls. Besides this, the road, in some places, is in poor condition, which is another drawback against even fast going being made and a bigger asset for the make which can endure such a trying climb.

Roy Mires, who drove the car, declares that the Ansted motor is one of the most remarkable engines he has ever driven.

The new record set by the Lexington will be a tough one to beat. J. P. Kaar, head of the J. P. K. Motor Company, Lexington distributor, states that as soon as a new mark is set for them to shoot at they will be ready to try it.

BODY BUILDERS' ART IS SHOWN

That the body builder's art has kept pace with engineering improvement in the new Pierce-Arrow Dual-Valve cars is demonstrated by the niceties of refinement in the group of enclosed drive models recently introduced.

It has been the aim of body designers to approximate in the closed car the airiness and free sweep of vision of the open car without sacrificing strength or rigidity. This has been accomplished in the Pierce-Arrow enclosed drive models.

In these models, the windshield is adjustable, the cowl and roof ventilators opened, and the door windows rolled down. In addition the rear quarter windows are of an exclusive duplex construction, may be opened close to the sill.

The combination dome light and ventilator is a pleasing refinement. The dome light, which is controlled by the dome light. This is especially appreciated in freezing weather. A cold blast of air no longer is forced down through an unlighted opening in the roof, but the air of the interior is exhausted through the apertures of the dome light mounting.

All the details of design of these enclosed drive cars, which include the coupe, and the four-passenger, seven-passenger, and vestibule sedans, are illustrated and described in a new catalog which may be obtained from Pierce Arrow distributors.

PHOTOS SHOW CAR IN GRAND CANYON

A remarkable set of photographs of the recent foot of a Vellie car stock touring car, which conquered the Grand Canyon of the Colorado, has just been received, and it is to be displayed during the coming week in the Oakland showrooms of the Webb Motor Company.

This collection of prints shows graphically the different stages in the hazardous descent which the Vellie car made from the top rim of the canyon to the very edge of the Colorado river. It shows some of the feats performed by the Vellie in accomplishing this trip, which was made over rocks and through deep sands without outside assistance and without repairs of any nature.

The Oakland headquarters of the Webb Motor company, where these photographs are being displayed, are under the management of Homer L. LeBallister.

SPEEDWAY AT COTATI FOURTH ON THIS COAST

When the Cotati Speedway opens in California August 14 the speedway circuit of that state and of the Pacific coast will have taken on added importance, for this will be the fourth speedway for the coast and the third for California, the winter happy hunting ground of America's speed merchants. With the addition of the San Francisco speedway there will be provided a four-speedway winter circuit with excellent opportunity for from two to four races per month with big purses. The Los Angeles and Fresno speedways have paid well with big crowds and the Cotati and San Francisco courses promise like returns. Chances of strong European representation for next winter are excellent, it is reported.

Bellevue Hospital in New York City operates special motor ambulances and one bus for the insane.

PANORAMIC VIEW OF THE STEEP MARIN AVENUE HILL WHICH THE LEXINGTON "Lark" climbed last week, again setting a new record for pulling power. The lower inset shows the Lexington going over the top at a good rate of speed.



DAYS WERE NOT 'DREAMY' THERE

The Alameda County Automobile "Trade Association" board were the guests of Bob Martland, secretary-treasurer of the organization, at his country home, near Ben Lomond, last week-end, and the crowd had a good time.

"Dreamy Days," as Martland calls his place, was far from that during the two-day stay of the wrecking crew of the association.

As the cars pulled into the place, they were greeted with a stream of water, from a hose in a tree above. This was particularly fine for those in open cars. They all took it with a laugh and lined up to watch the next fellow come and get his.

Over thirty went from this city, others came from all parts of the state. Most of them arrived Saturday afternoon, and a big event was staged Saturday night. There were games of all kinds.

Sunday the gang started in a tug-of-war, and it was a real contest all the way through, and just missed going the time limit. There was a chinling contest, and a rope climbing bee. Prizes were given and they were well worth while.

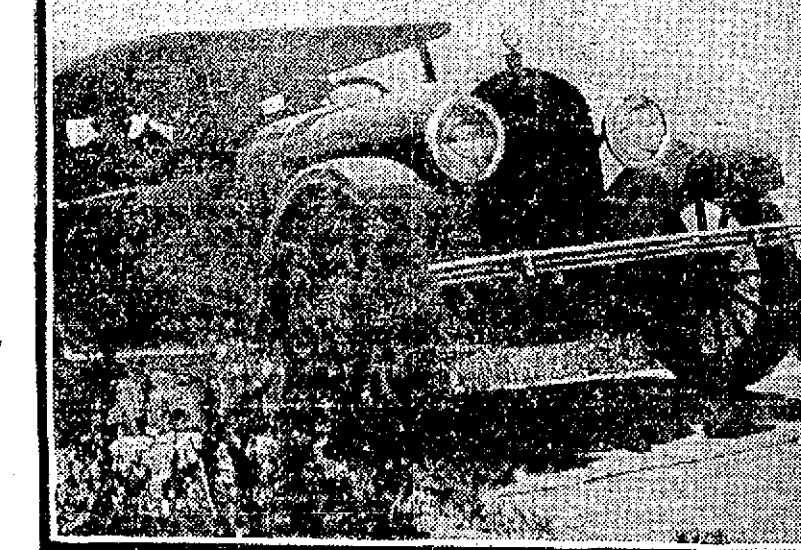
Sunday afternoon the men went to the swimming hole and there surprises awaited them.

SALES FORCE HERE JOINED BY POPULARMAN

Wagner Smith has joined the sales force of Hebrank, Hunter & Peacock Company, Cleveland and Chandler dealers here. Smith has been connected with some of the largest automobile sales firms in this city in the past few years, and has a host of friends among motor car owners.

He was connected with the Peacock companies in San Francisco for two years before he was transferred to the Oakland Chandler organization, and production manager of the Premier Motor Corporation.

Prior to that he was with the Paige Motor Company.



RUBBER CITY PRODUCES BIG TIRE OUTPUT

Akron, the rubber city, is expected to turn out 21,000,000 tires this year. During 1920 the tire industry of the United States produced 22,000,000 tires. The Akron production now is said to run as follows: Goodyear, 24,000 tires daily; Goodrich, 15,000; Firestone, 21,000; Miller, 4500, and the smaller companies 7000 daily. Out of the total tires produced in 1920, \$800,000 were used for original equipment and the remainder for replacements. The business is now operating on 60 per cent of peak production. Goodyear recently claimed 85 per cent of peak production at the Akron plant, excluding the Los Angeles plant.

Chicagoan Gets Job As Sales Manager

A. J. Banta, until recently manager of the Maxwell Motor interests in Chicago, has been made general sales manager of the Cleveland Motor Truck Company of Clyde, Ohio. Prior to his connection with the Maxwell interests, Banta was vice president and production manager of the Premier Motor Corporation.

If you see it in The TRIBUNE tell them so.

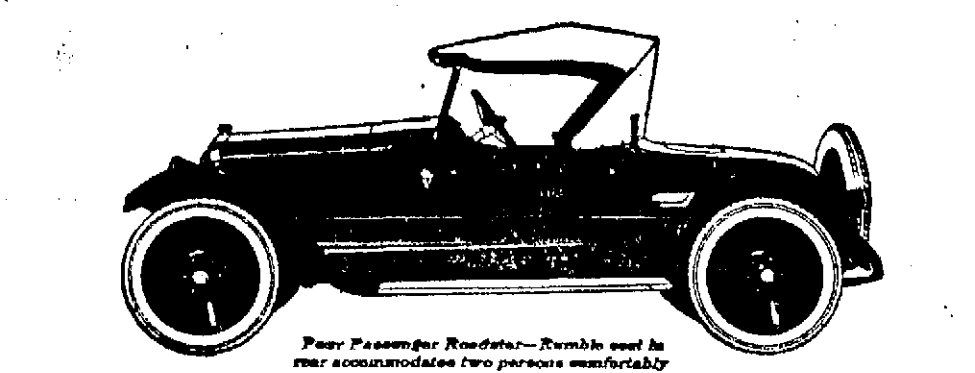
DEALER PRAISES COURTESY FOUND AT AUTO PLANT

Returning to San Francisco after a hurried visit to Detroit, A. L. King, of the H. O. Harrison Company tells of his very pleasant experiences at the Dodge Brothers' factory.

"What impressed me most of all," stated King, "was the splendid service given by J. E. Amendt, head of the courtesy department to any representative that visits the Dodge Brothers' plant. The visitor is met at the station and first taken to his hotel and then driven out to the factory. There is a written form sent around to the heads of every department in the Dodge Brothers' factory, so that every executive is informed of your presence and may see you if he is desirous of an interview. They are very careful that all the visiting dealers from outside towns have an opportunity of meeting each other. The railroad reservations and connections are attended to by the factory and everything possible is done to minister to the comfort and convenience of the stranger during his entire stay."

If you see it in The TRIBUNE tell them so.

WILLS SAINTE CLAIRE



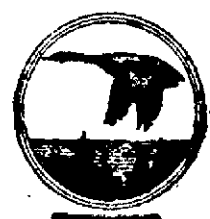
SIX months ago the first Wills Sainte Claire motor car left the factory. Today in practically every state in the Union enthusiastic owners proclaim the Wills Sainte Claire the greatest single achievement in the history of motor car engineering.

C. Harold Wills, master of automotive metallurgy, engineering and production, has given to the world not only the most remarkable motor car that has been built—but he has placed that car within the price reach of the average man.

The Wills Sainte Claire is made in four models—5-Passenger Touring—4-Passenger Roadster—4-Passenger Coupe and 7-Passenger Sedan.

STEWART MOTOR CO.

2857 Broadway, Oakland Phone Oakland 3142
OPEN SUNDAYS



2nd Week of Sale

Prices on Camping Equipment CUT TO PIECES

Get ready for the Labor Day Trips. Buy your Camping Equipment at Western Auto now, taking advantage of the wonderful sale prices on this merchandise and thereby be prepared for fall camping trip and have your equipment all ready for next season.

Our stocks are being rapidly reduced at these prices, so take our advice and, if you need any of these articles,

ACT AT ONCE

Visit Our Store and INSPECT THE GREAT BARGAINS, ONLY PART OF WHICH ARE SHOWN HERE

LUNCHEON SETS

No picnic or camping trip is complete without a lunch kit for carrying food and liquids, together with all the necessary plates, cups, forks, spoons, etc. Our sale prices represent a discount of over 60%. Set for six people (without bottles) ... **\$11.95** (Other styles at proportionate prices)

GET AN AUTO TENT

At the low price at which they can now be obtained no motorist should overlook getting one of these great adjuncts to motoring pleasure.

Sale Price, 7x7, 8-oz., white ... **\$ 8.85**
Sale Price, 7x7, 10-oz., khaki ... **10.85**
Sale Price, Campers' Auto Tent ... **18.60**
Sale Price, Campers' Delight ... **29.95**

LUGGAGE CARRIERS

The handiest, most useful type on the market; adjustable to any length and will not rattle.

Sale price, reg. type ... **\$3.65**
Sale price, endgate type ... **\$4.25**

GASOLINE STOVES

No need for cold meals on the picnic or camping trip. One of these handy folding gas stoves will cook a meal just like your gas stove at home. Take advantage of these special prices:

Large size ... **\$14.50**
Medium size ... **\$12.65**
Small size ... **\$6.75**

3-IN-1 CANTEENS

These service units are used all year round for carrying a reserve supply of water, oil and gasoline. Get one at our sale price of **\$5.75**

ELECTRIC LANTERNS

Electricity is the logical light for campers. Safe, reliable and convenient. Gives light at rate of about 2c per hour.

Sale price, 1-cell type ... **\$1.05**
Sale price, 2-cell type ... **\$1.95**
Batteries for above ... **40c**

WORK SUITS

Just the thing for the camping trip or working around car. These suits are well made of strong, durable khaki drill and represent exceptional value at our sale price of ... **\$2.95**

FOLDING CAMP COTS

Use them for the camping trip or for the spare room in the house. They provide a strong, comfortable bed that is very durable.

Our Sale Price, **\$4.50**

FOLDING AUTO CHAIRS

We carry many different types in both metal and wood. Prices on all are greatly reduced.

SALE PRICES:
Large, metal ... **\$2.95**
Small, metal ... **\$2.15**
Wood, with back ... **\$1.10**
Wood, without back ... **90c**

AUTO COVERS

Protect your car from sun and rain and enable you to use same for dressing room at the beach. Ropes attached for fastening down.

Sale prices, **\$11.50, \$16.55, \$25.95**

AUTO PACKS

This is the missing link of camping equipment. A receptacle for carrying blankets and small articles so they will be kept clean and dry.

Sale prices ... **\$5.95, \$9.55**

Folding Pail

For cooking purposes or filling radiator, this collapsible bucket is ideal. Taken practically no space. Our sale price, **\$1.25**

Vacuum Bottles

Everyone appreciates their great utility and should take advantage of the sale price and have one at home all the time.

Sale price, plain: Pint ... **\$1.95**
Quart ... **\$2.85**
Sale price, nic, corrugated, qt. ... **\$3.95**

VAN AUTO BED AND TENT

Reg. Price \$60.00—Our Special, **\$23.50**

Think of it! Genuine Van Auto Bed Outfits, consisting of Tent, Bed, Mattress, etc., at the ridiculously low price of **\$23.50**. Just received, a large belated shipment; rather than carry them over till next year, we are selling way below cost.

OUR LOSS IS YOUR GAIN. GET YOURS NOW!

Roll up your bed and ride. Here's the biggest bargain in camping equipment. It has been offered in this city for \$25.00, which represents a big discount from the lowest wholesale price. This will be your one and only opportunity to get this outfit at this wonderful price. Get yours before our stock is exhausted. Come in early.

ACT NOW
Regular List Price, **\$60.00**
Special Price, **\$23.50**

This price is much lower than you ever paid for "Van" before. Get a few for stock NOW. These outfits are guaranteed to be absolutely new, fresh from factory and perfect in every way.

Water Bag

Hang it in the sun or shade. It will keep contents cool by evaporation. Best quality material throughout.

2 gal. reg. type **\$1.45**
1/2 gal. " " **\$1.15**
6 1/2 gal. " " **\$2.15**

Canteens 20% Off

High quality sheet metal canteens with blankets covering for keeping contents cool.

1 1/2 gal. size **\$1.55**
2 gal. flat bot. **\$2.75**
3 gal. flat bot. **\$3.25** with holder.

STORE OPEN
8 a. m. to 6 p. m.
SATURDAYS
9 p. m.
GET A COPY OF OUR CATALOG

WESTERN AUTO SUPPLY COMPANY

30 Stores
2436 BROADWAY, OAKLAND
283-295 Golden Gate Ave., San Francisco
Branch, Corner 24th and Mission Streets

MAIL ORDERS

We fill mail orders for out-of-town customers and invite them to take advantage of these rock-bottom sale prices on camping equipment.

STOPPED WINDY HURRICANE

BY UNITED PRESS
LEAFED WIND TO TAYBONE.
ST. PAUL, Minn., Sept. 2.—
meadow and brush fire menaced
town of Aitkin, 30 miles north
of Brainerd.

One hundred national guardsmen
of Aitkin were rushed into the
town and in a few hours the
fire was burned a thousand
tons of hay, and was within a

Mutilated by Kobbers

PHILADELPHIA, Sept. 3.—Julius Wellenbach and his wife, Mayme, both aged, were found murdered in their little grocery store here today. Their bodies were mutilated almost beyond recognition. The police believe the motive for the murder, the police believed. The up-set condition of the room in which the bodies were found, the police

Motion Picture News.
Theatrical Notices.
AUTOMOTIVE SECTION
Automotive Announcements.
Features for Motorists.
DEVELOPMENT SECTION
Real Estate Ads.
Business Ads.
Franchise.

Hilo, Hawaiian Islands, four of the largest submarines of the United States Navy today sailed from Los Angeles harbor. Each of the four water boats are each equipped with 6-inch guns. While the "sea wasps" are supposed to be used to attack submarines, they are also used to declare the vessels are in reality bound for Cavite, in the Philippine Islands, but the men were taken to Japan once. All will be released at night tonight.

"I am more than it you," said Davin to the women. He said that the jail sentences suspended. "I am more than it you," said Davin to the women. He said that the jail sentences suspended. "I am more than it you," said Davin to the women. He said that the jail sentences suspended.

LEARNED in Sept. 1945. The crown prince of Japan returned to Tokyo today and was accorded an unprecedented welcome.

For the first time in history the Japanese people broke their traditional silence and cheered the prince wildly. Many reforms to meet the new ideas of the prince is expected to be announced in a few days.

At the war section at Midwood, N. J., they were equipped with bombs and hand grenades containing a small amount of dynamite. The slight possibility of these being used was pointed out.

Sparks, correspondent of the Associated Press at Midwood, was wounded slightly by the miners' fight today in making his way into Longview, W. Va., where he was held for a few days.

the couple had put up a struggle. **CLASSIFIED SECTION-** later by a large fleet of submarines. ter and Miss Gladys Evans. world, were predicted. pondents with him escaped injury.

UNREST IN INDIA THREATENS WORLD PEACE, SAYS GIBBS

Mohammedism Revolt Against Europe Seen if Disorder Is Not Suppressed.

(Continued from Page 1)

miserable in water-tormented trenches in a Flemish winter.

They thought they had won the war in spite of their need for regular trained soldiers in those early days before our new armies were ready. It was a mistake to bring those Indian troops to France.

The climate was against them and they were fighting not for their own land but for a distant land. They were not used to the modern gun fire, but apart from that, the soldier who is not used to the modern gun fire, is not a soldier.

They saw the early phase of the war when the Germans outnumbered us in men and guns and the British were inflicting upon us enormous casualties because of the superiority of their artillery and the innumerable British soldiers.

White prestige was lowered because white women were too friendly and romantic toward these Indians and because of the white and Christian races seemed to many intelligent Indians to be glibly infatuated with their own race might profit according to the wisdom of the East.

Yet they are only ignorant souls or fanatics who talk of India as a people claiming self government on terms which are not theirs.

Available and liberal souls in England, ignorant of the East, regard Gandhi as a kind of liberal statesman like Gladstone. But that is not how he is regarded by the Indian people. They see him as a miracle worker. Many believe he can cause rain to fall on parched fields and can raise spirits from deep wells. They have been told so by the British.

He himself upholds the caste system, though for a time he tried to avert it, and in India caste is so strong that a man is polluted by the shadow of a man of another caste falling across his food; so strange that there cannot be intermarriage between the two; and another; so strange that every trade and occupation from street sweeper upwards has a definite caste. The Indian people are so caste conscious that they will not escape in life and which is inherited.

Western liberty cannot exist with the caste system nor among races who worship gods and fear devils according to the Hindu faith.

Again there are many races in India. Hindu, Mohammedan, Christian, and others. Each has its own religion and each its own law. Only the rule of a dominant race keeps India safe from continual bloodshed and anarchy. In its history there have been many dominant races, but not until the British came did India get peace and justice as fair to the peasant as to the prince and an administration which in spite of all human faults has made good roads, watered great deserts and has brought health and security to vast populations.

It is not the British who are the cause of the trouble in India today. It is the replacement of British rule by a rule of a few men, who are not the people and their language, by younger, inexperienced men of lower grade.

Of course all agitators and "real lovers of liberty" refer to the Amritsar massacre as typical of British rule in India and of British character everywhere. It was a black episode, but isolated in Indian history and an act of ill judgment and unnecessary harshness by a general in a degraded state.

My object in writing this is not to eulogize British rule in India

Give and Take Spirit by Labor and Capital Urged

WASHINGTON, Sept. 3.—Declaring that employers should stop trying to crush labor organizations and labor organizations should buckle down to sensible wages and postpone contentions over wages and working conditions, to a better time, James J. Davis, secretary of labor, in a Labor Day message to the nation, delivered through the International News Service, asked everyone to co-operate in decreasing unemployment. His message follows:

By JAMES J. DAVIS,
Secretary of Labor
(Written especially for International News Service.)

WASHINGTON, Sept. 3.—This year Labor Day finds a great number of our people who would be glad to find labor. It is not this year a day for celebration, but a day for solemn self-searching for us all. The question before every one of us is, what can be done to improve the present situation of slack business and unemployment?

No man, no group of men, no agency, government or private, can single-handed change this situation overnight. It calls for the best thought and the hardest endeavor of every citizen in the country. Every one's consideration must give way to this emergency. This day no one should give a thought to his private concerns except as they may contribute to the general recovery.

ALL CAN AID. There happens to be some general contributions that all can make to start things going. With all respect for prudence, people should buy all they can to satisfy immediate needs. Employers should stop trying to crush labor organizations and labor organizations should buckle down to sensible wages and postpone contentions over wages and working conditions to a better time.

If we are to get out of this bog it will be only by giving up private grievances and working together, and working hard. This winter large numbers of workers will be out of work. Every community in the country will be recreant to good Americanism if it does not provide every bit of work, public or private, that can be created for the jobless. The American worker has the broad line, in some cases charity will be needed to tide over those whose savings have been consumed. That charity must be given freely by all who have any means.

ABOVE ALL, we need faith. This rich country of ours is simply sick from over-indulgence. Natural forces must and will attend to that. Next spring should be a time of improvement and not far ahead of us lies an area of prosperity perhaps the greatest we have ever had.

The patient has probably only this bit of time to pass in order to reach the beginning of swift recovery. But the country must have a will to recover. We must give up silly fears. Everybody can contribute to that. Labor Day is a good day to begin cultivating that spirit of optimism and helpfulness toward the other fellow.

Everybody can put some thought and effort into the national good. That effort and that is going to pull us through. On our business leaders rests a responsibility greater than that they ever bore before. But if every body leads by the front and pushes hard the deadweight of stagnant business will begin to move.

Let's get back. Make Labor Day the day of a great resolve to get back.

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Let's get back. Make Labor Day the day of a great resolve to get back.

Eviction of Workers Delayed by Holiday

SEATTLE, Wash., Sept. 3.—After celebrating their national holiday, Labor Day, forty union men, former employees of the Pacific Coast Coal Company, now on strike, will be evicted from their homes Tuesday as a result of forty writs of restitution signed by Judge Everett Smith yesterday in superior court, for union men come just in time to save forty homes for twenty-four hours. According to the law, tenants must vacate the premises three days after the order is served.

NORWAY HAVING TROUBLE WITH BOOTLEGGERS

CHRISTIANIA, Sept. 3.—Norway is dry—and Norway is having its own troubles with rum runners, bootleggers, phantom ships and other wiles of the "wets," it was revealed today.

The Norwegian government issued a decree fixing Norway's frontier ten miles out at sea.

Operation Is Off When Teeth Appear

DELPHOS, O., Sept. 3.—Julian Fast, manufacturer, thought that he had swallowed his false teeth in a fit of laughter, when a hen stole a sandwich he was eating in his yard. He was rushed to a hospital, apparently choking to death, and arrangements were made for an operation. Word was received at the last moment, however, not to operate as the teeth had been found in the yard.

A bite of the sandwich and a lively imagination produced the choking sensation, from which Fast rapidly recovered when he learned his mistake.

but to point out that if it fails or is overthrown there is no substitute but a frightful anarchy and another source of danger and weakness to white prestige throughout the world.

It also went to give warning to political speakers, that in using India as an example of "British tyranny" they are not only proving themselves ignorant of the facts of Indian history, but are playing into the hands of the revolutionary agitators who don't care one rap for India, farmers or human liberty, but desire to unleash devils throughout the world in which all men of good will are striving for universal peace.

(Copyright, 1921.)

COMPERS ISSUES LABOR DAY PLEA FOR ORGANIZATION

Workers Told Federation Aims to Enroll 5,000,000 Workers in Ranks.

WASHINGTON, Sept. 3.—Samuel Compers, president of the American Federation of Labor, in a message to workmen of the nation, issued today, said:

To the Wage Earners of America: Greeting.—We meet to observe this Labor Day at a time when the citizenship, the understanding, the loyalty and solidarity of all our people is passing through the test of fire.

We meet at a time when the great need is to pass in order to reach the beginning of swift recovery. But the country must have a will to recover. We must give up silly fears. Everybody can contribute to that. Labor Day is a good day to begin cultivating that spirit of optimism and helpfulness toward the other fellow.

Everybody can put some thought and effort into the national good. That effort and that is going to pull us through. On our business leaders rests a responsibility greater than that they ever bore before. But if every body leads by the front and pushes hard the deadweight of stagnant business will begin to move.

Let's get back. Make Labor Day the day of a great resolve to get back.

Federal Official Predicts Better Times

By L. R. BLANCHARD,
United Press Staff Correspondent.
WASHINGTON, Sept. 3.—Early tax returns and prompt payment to the railroads of their claims against the government, are the main hopes of ending unemployment. Eugene Meyer, managing director of the War Finance Corporation, told the United Press today.

"The effect will be noticeable almost instantaneously. Easier money means cheaper mortgages and that naturally means a revival of building."

"Settlement of the railroad trouble, the legislation now pending will bring commerce back to normal in a hurry."

"Railroading and building are two of the nation's vital industries. Revive them and your unemployment is cured."

Surgeon Accused Of Slaying Wife Found in Hiding

BY UNIVERSAL SERVICE.
LEADS WIRE TO TRIBUNE.
DURANGO, Colo., Sept. 3.—Dr. William A. Hadley, former United States army surgeon and prominent socially in Washington, was taken by detectives to Denver tonight where he will be held for officers from Richmond, Va., where he is charged with having murdered his wife nearly three years ago.

Dr. Hadley was arrested at Farmington, N. M., Friday, in an old shack where he had made his home for the last two years. When found he was ragged and unkempt. A long growth of beard covered his features and was evidently his hope of escaping identification. He had passed under the name of "Westwood" and, according to neighbors, led the life of a recluse.

The murder of Mrs. Hadley, who was the former Sue Tinsley, member of a prominent family in Cincinnati, created a nation-wide sensation. Her body was discovered crumpled in an ice box in the Chickahominy river just outside Richmond.

The surgeon disappeared at the time and the search for him has continued since. Detectives who arrested Hadley declare that a beautiful widow, of Washington, who appeared at about the same time, has been found living on a ranch seven miles from the shack in which the surgeon was found.

Elevating Colors In Paris Jails

PARIS, Sept. 3.—French jailers have taken heed of the teachings of psychologists which emphasize the fact that the colors used to decorate people's offices and homes have an enormous effect on their health and tempers.

No longer will the cells be painted red or black, for red irritates and fosters unmanageable and murderous tempers; black only makes blacker the temperament of criminals. Therefore the edict has gone forth that only clear and "elevating" colors will be used. The cells are to be painted in white, with wide strips of brilliant gay shades near the ceiling and wainscoting. The white will purify criminal minds, and the brilliancy will make them gay.

LABOR RESTLESS; PROBLEM REACHES SERIOUS STATE

Strikes, Lockouts, Warfare and Bitterness Disturb Trade Conditions.

By RALPH H. BURTON.
By CONSOLIDATED PRESS.
LEADS WIRE TO TRIBUNE.

WASHINGTON, Sept. 3.—Labor Day 1921 finds the labor question perhaps the greatest before the American public. Indeed, there have been few occasions in the history of this nation when the many great industrial disturbances that have occurred from time to time when circumstances have combined to throw the labor problem everywhere into such prominence.

Unemployment, strikes, lockouts, warfare in West Virginia, threats of a general tie-up on the "breadbasket" of the country, disturbed conditions in almost every craft and trade, from the theater musician to bricklayers, are symptoms of a most disquieting condition. And the attitude of labor is manifestly in the leaders does not tend to allay the situation. The most gigantic and widespread lockout of wage earners in the history of this country, is that of the coal miners, who are in the present unemployment situation. The implication of his remark, and this is something that many labor leaders believe and some say openly, is that the condition now existing is deliberately engineered by powerful interests in the United States, particularly those allied with the "open shop" movement.

CONSPIRACY IS CHARGE. "Conspiracy" is a word that labor uses in connection with this view of the situation.

"The failure of a considerable element of our citizenship to awaken to this grim situation is in contrast to their attitude when a conspiracy of group of wage earners voluntarily suspends work to enforce better living conditions," Morrison continues. "The stern demand is made that 'industry function'."

Morrison is known as a conservative and does not often speak with such bitterness. Less conservative leaders of organized labor are keeping quiet—and that in itself is a rather ominous circumstance. There is no question but that labor is thinking and feeling deeply.

The employment conference planned by President Harding at the instigation of Secretary Hoover is viewed by labor with skepticism. Regarding somewhat hopeful feeling regarding the defense of the Department of Labor, union organizations themselves do not expect much to result from it.

THIRST FOR REVENGE. Nowhere, of course, has loss of confidence in the intentions of the government reached the point it has reached in West Virginia. There thousands of miners, who say they are jobless and who claim to have been evicted from their homes, seem actuated only by a blind desire for revenge upon the mine owners and their guardsmen.

Labor's attitude of mingled suspicion and defiance toward the government has grown out of a number of causes. Labor resented bitterly what it has called the scraping of the machinery of the Department of Labor built up during the war at just the time when it was needed to benefit wage earners during the readjustment period. Labor is fearful of the powerful "open shop" advocates. Labor charges many members of Congress are working in the interest of predatory corporations and points to the discovery of "jobless" in legislation such as the Industrial Re-Equipment Act, killed out of the military bill last year at the eleventh hour.

The railroad workers are talking strike very vigorously, but will probably remain at work. There is a feeling in their ranks that the railroads are in serious straits at best, and may have to call for further government help.

Mexicans Jail Trio In American Murders

BY UNIVERSAL SERVICE.
LEADS WIRE TO TRIBUNE.
NOGALES, Ariz., Sept. 3.—Three arrests have been made by Mexican troops scouting northern Sonora for the murders of Postmaster Frank J. Pearson and his wife at Ruby, Ariz. The three were lodged today in the Nogales, Sonora, corral.

Briefs have been taken by the commander of the Eighth army corps at Port San Houston, Tex., rescinding the order of Colonel R. H. Westcott at Nogales for a border patrol near Ruby.

Woman Is Appointed Censor of L. A. Films

SPECIAL TO THE TRIBUNE.
LOS ANGELES, Sept. 3.—The appointment of Mrs. Estelle Lawton Lindsey, newspaper woman and former member of the city council, as commissioner of films, having the official capacity of motion picture censor, was announced by Mayor C. Fryer today. The office pays \$2100 a year.

Want Some Real Whisky? Then Just Mention "Corn"

Whisky \$2 a quart.
Jackass brandy 25c a shot.
Formaldehyde highballs 50c.
Bootleggers' prices today dropped collar with a crash, and good corn whisky was selling in the open Oakland market at \$2 a quart or \$8 a gallon with Jackass brandy retailing over the counter for 25 cents a shot, according to announcement secretly made by the Bootleggers' Exchange of Alameda county.

The old favorite "Knockout" "follicle" class of restaurants may expect to get their "Cafe Royale" at 15 cents instead of 25 cents for the "Jackass" or 25 cents instead of 50 cents for the "grappo" or Seventh Street Bourbon.

Some are the days when thirsty pilgrims entered the swarming door and slipped behind a partition where a shift-yod junior poured some thing brown into a teacup out of an old cracked pitcher and took "four bits." No more will you have to

grab up a handful of poison in a whisky glass and lose it 95 cents while a furtive bartender eyes you on to hasty.

PEACE WORD PASSES. The word has been passed around. Your favorite barkeep shoots the wet stuff over the counter to you without repudiation and you can take your time.

The ancient and honorable custom of rolling the bones and shaking dice for the drinks has been revived. The popularity of the far famed graphophone rated at 15 of 20 per cent alcohol, has waned according to the best authority in bootlegging circles.

The accepted way to get a drink in an Oakland saloon now is to step into the place nonchalantly and mutter to the bartender:

"Gimme something hard."

If he says "Ain't got nethin'," that means he has something, and you tell him:

"Make it a shot of Jack," meaning Jackass brandy.

If you are afraid your wife will smell the wood alcohol on your

breath and if you fear that formaldehyde will put you blind, you can get mahogany, has been selected by the Moonshiners' League as its official "song."

Great joy reigns in the sub-rosa cafes and soft drink saloons as a result of the peace pact that has been signed by the distillers and which made possible the big cut in prices just announced by the Bootleggers' Exchange.

With whisky down from \$18 and \$20 a gallon to \$8 patrons of the

PRICE LIST
"JACK" 25c
CORONER'S COGNAC 35c
MORQUE SPECIAL 40c
ANGEL'S ELIXIR 10c
"CORN" 35c
GRAPPO 25c

EMBELLISHING FLUID
CHASERS' FREE WITH EVERY DRINK

HELLO - IS THAT THE MORQUE? - SEND TH' WAGON AROUND - I GOT ANOTHER LOAD!

FRENCH WRITER WEEDS SISTER OF HENRY P. DAVISON

Ceremony Performed in Paris Strictly Private On Account of Illness.

BY UNIVERSAL SERVICE.
LEADS WIRE TO TRIBUNE.

PARIS, Sept. 3.—(Special Cable Dispatch.)—The writer, Gabriel Deland, and his wife, who were in Paris, were today in the city of the bride of Henry P. Davison.

Mr. Deland and his wife, a friend, and for the bride at the Hotel d'Alsace. The ceremony was strictly private on account of the illness of Mrs. Davison.

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If you want to make a hit with your friends or family, take them for a

SUNDAY DINNER

TO THE

IROQUOIS RESTAURANT

Oakland's Leading Family Cafe
Eleventh, Near Broadway
Prompt Service and Moderate Prices

Creole Jazz Band from 6:30 to 12:30
GUEST DANCING

For Reservations Phone Oakland 1993

Private Dining Room in view of Creole Orchestra for parties from 15 to 50. Bust Room for Stag Parties Down Stairs.
Beauty—with Novelty; Comfort—with Modish Gaiety. A New and Pleasurable Addition to Oakland's Attractions

Permanent Waving and

Nestle or Frederic System

Shampooing
Hair Dressing
Hair Cutting
Henna
Henna Pecks
Manicuring
Hair Goods
Facial Washing
Facial Massage

409 14th, Opp. City Hall Plaza

E. W. "GENE" MARTIN WATCH HOUSE

Watch Inspector for Santa Fe, N. M., and S. P. Terminal

The best values in watches today are the American watches, namely, Howard, Waltham, Hamilton, Elgin and Illinois. The parts are made by automatic machines and can be repaired on short notice which means cheap repairs. Prices should be the first consideration when buying a watch. We specialize on watches and watch repairing.

1129 Broadway

Donogh's

GUMPE DRESS
Home Journal Patterns

SHATTUCK AND BANCROFT BERKELEY

THE NEW FASHION BOOK OF PATTERNS is also on sale. Only \$2.00 when purchased with patterns.

Overstuffed Mohair SUITES and Separate Pieces

We are now showing an exclusive sample line of mohair coverings for made-to-order Chesterfields, chairs and rockers.

These mohairs are from a large and elegant Eastern stock, entirely new and of the finest quality and colorings. The line includes the following new shades:

Beaver on mulberry ground, mole, walnut, taupe, royal blue and radio, all figured and on gold grounds; taupe on rose ground.

Plain mohairs may be had in dewberry, mole, beaver, royal blue, mulberry, radio, taupe, rose and walnut. Choose your own coverings—the cost is no more than that asked for ordinary factory-made stock suites or pieces.

Ashby Prices Are Money-Saving Prices

ASHBY FURNITURE CO.

COMPLETE HOME FURNISHERS
Corner Adeline and Alcatraz
Pied. 321 BERKELEY Take Grove Car
Out of the High Rent District

IRISH RUCES IS THREATENING BY THIN- THREADED: BARNES

**Situation Is Becoming Worse;
Prospects for Winter
Gloomy.**

By GEORGE R. BARNES
(British Parliamentary Leader.)

LEASD WIRE TO TRIBUNE.
LONDON, Sept. 3.—There is little fresh to report from Ireland except the fighting in Belfast.

Sinn Féin spokesmen are provocative and Belfast is disappointing.

Edmond De Valera's utterances have little practical bearing on the situation and Sir James Craig's utterances are not helpful. Both must of course know that the conditions they advocate cannot bring fruitful discussion or peace.

The truce hangs by a thin thread. All elements in Ireland are hoping for an early resumption of the negotiations along the lines of reason and common sense. It is the only way to peace between the two islands.

LABOR SITUATION.

Turning from political to industrial considerations, the annual conference of the miners' federation has been held and reflected a change in the attitude of the part of the mining fraternity. The statements of the president made it clear that the men in the recent dispute were aggrieved at the loss of political influence against the advice of the old and experienced leaders. He denounced the hot-headed in no unmeasured terms while they were discreetly silent under the indignation.

The British trades union congress opens Monday and its agenda also shows the same opinion by labor leaders. The change of attitude of the recent policy and the need for able and experienced guidance in the days to come. The congress will face the record of the declining power of the unions as well as the unprecedented slump in trade. During the war and for some time after, membership of the unions grew rapidly. This has now begun to lag, and the membership is falling. There has been industrial conflict which further depressed industry and brought neither credit nor advancement.

The last big strike was that of the ship joiners which during its course threw tens of thousands of other workers out of employment and then ended in a complete failure.

ADJUST DISPUTES.

The congress will attempt to curb this sectionalism which at last has come to be recognized as the bane of trades unionism and a contributory cause to the present trade depression. Under enlightened powers the congress will establish councils which will have the power to adjust disputes between unions and to settle sectional disputes.

There is, in short, a chastened mood and growing sense of responsibility in the ranks of organized labor. If there is reciprocity on the part of employers, the result will be a working together for the common good and the opening of a new era of prosperity for British industry. Already since the coal strike the output of coal per man has increased to a point higher than for many months.

The state of British trade generally is such as to cause some gloom for the future. The coal strike has increased to a point higher than for many months.

From that peak the descent has been slow. The prices of goods are still high and the demand for goods abroad and normal overseas trade shows little sign of early recovery.

On the whole, the prospects here for the coming winter are not cheerful.

Many Teachers Not Adequately Trained

WASHINGTON, Sept. 3.—(United Press.)—Nearly 23,000,000 students will seek admission when public high schools open in September.

"There will be enough teachers to conduct classes," said Commissioner Tamm of the Bureau of Education. "The teachers are not in short supply because there were no teachers. Fully 700,000 will be needed this fall."

The standard of training of a large percentage of the teachers will be very low. Not more than one out of five will be adequately equipped to perform the duties of a teacher.

"Thousands of persons now teaching elementary school classes never graduated from high school. This is most unfortunate for the school children of today."

The lack of "adequately trained" teachers, Tamm said, is one of the heritages of the war, when thousands of persons who had been in the service were called upon to take teaching a life work because of low salaries paid in the schools.

Canada Has Bonus For More Farmers

VICTORIA, B. C., Sept. 3.—(United Press.)—A colonization program which contemplates further settlement of the vast areas of unoccupied land in the Canadian northwest by the British Columbia government. The tentative plan is to have experienced farmers take up the fertile lands. To aid them in getting firmly started, the government would loan each settler a sum not to exceed \$2,000.

In British Columbia as in other western provinces, colonization is the most important. Only one in every 100 acres of the province's total area is now under cultivation. The importance of placing more of the giant territory under the plow has been felt for years. The government has been steadily small areas now farmed turned out last year agricultural products with a gross total value of \$1,914,000.

Idle Army Grows Smaller; Cost of Living Tumbles; Getting Back to Normal

By HARDEN COLFAX.

By CONSOLIDATED PRESS
LEASD WIRE TO TRIBUNE.
WASHINGTON, Sept. 3.—The year swings into Labor Day with American industry at a quickened step. The employment is definitely on the wane. Secretary Davis estimated army of more than 5,000,000 idle men which since the figures were announced, credit is easier than it has been at any time since the war. The cost of living has fallen to the point of the cost of the war. The cost of living has fallen to the point of the cost of the war. The cost of living has fallen to the point of the cost of the war.

HOPE COMING TRUE.

It begins to look as if the hope of business that fall would see a revival of a hope coming true. The upward swing will be gradual and not spectacular.

Some time within the next few days the government will announce the result of its survey of employment conditions as of August 31. That survey taken monthly since January has been a succession of gains. The government has been successful in its survey of employment conditions as of August 31. That survey taken monthly since January has been a succession of gains.

Secrets in Wall Street

By JESSIE HENDERSON

By CONSOLIDATED PRESS
LEASD WIRE TO TRIBUNE.
NEW YORK, Sept. 3.—Formerly it was supposed that when electric lights came in, ghosts went out. There seemed little room for phantoms between the trolleys and the street cars. The trolleys and the street cars. The trolleys and the street cars. The trolleys and the street cars.

BUCKS MISS GHOST.

The conductor, who had floated out one window as the ghost floated in another, was able to describe the spot where the apparition had been. He said that the apparition had been seen in the street car. He said that the apparition had been seen in the street car.

Wealth in France Well Distributed

PARIS, Sept. 3.—That wealth is well distributed in France is the opinion of the French government. The French government. The French government. The French government.

Speed Demons Are Ready For Contests

UNIONTOWN, Pa., Sept. 3.—(United Press.)—Reckless motorists are ready for contests. The reckless motorists. The reckless motorists. The reckless motorists.

Yaqui Reds Would Return to Sonora

HERMOSILLO, Sonora, Mexico, Sept. 3.—(United Press.)—Yaqui Indians driven across the international boundary by years of persecutions and other hardships are ready to return to Sonora. The Yaqui Indians. The Yaqui Indians. The Yaqui Indians.

EUROPE SILENT ON U. S. TREATY WITH GERMANY

**Tardieu Regrets Pact Failed
to Ratify Boundary
Claims.**

By ANDRE TARDIEU
(Former French High Commissioner to America.)

By CONSOLIDATED PRESS
LEASD WIRE TO TRIBUNE.
PARIS, Sept. 3.—The most significant comment on the German-American treaty in Europe is the lack of comment. There has been little or no comment in the European press and this is particularly true of the French papers.

ONE ACT REGRETTED.

It was also foreseeable that on account of difficulties in the Pacific and the approach of the Washington conference that the articles concerning the various colonies might not be ratified.

But, on the other hand, there is a certain astonishment here at the failure of the German-American treaty to ratify the German boundary claims and the boundaries of the new states created by the Allied victory. The astonishment is all the more great because there was nothing in the treaty to prevent it.

GERMAN OBLIGATIONS.

I would be lacking in respect for my American friends if I did not express this opinion which our recent visit to the American Legation in Washington has confirmed. Considering the reparations, financial and economic clauses, the German-American treaty merely re-enacts the treaty of Versailles. The treaty of Versailles. The treaty of Versailles.

ARTICLE RATIFIED.

It is also a good thing that America peace that America endorsed the treaty of Versailles. The treaty of Versailles. The treaty of Versailles.

CAUSE OF H. C. I.

Perhaps one reason why groceries have been high hereabouts was revealed at the inquiry into graft in the city markets. The inquiry into graft. The inquiry into graft.

Movies Taken in Germany of Operation

By FRANK E. MASON,
International News Service Staff
Correspondent.

BERLIN, Sept. 3.—Moving pictures are the latest aid to the teaching of surgery in the Berlin University. The Berlin University. The Berlin University.

Service For Dead Held By Wireless

LONDON, Sept. 3.—"Can you oblige me with a copy of the burial service?"

This remarkable message was received by the wireless operator on the Cunard ship *Campania* from a wireless operator 200 miles away while the liner was about 200 miles west of Fastnet rock for Liverpool. The message was dispatched from the Canadian liner, in which a fireman had died on the voyage from Montreal to London.

Siberia Forests to Yield World Future Supply of Timber, Paper

By FREDERICK McCORMICK

Famous Correspondent, Author of "The Flowery Republic," "The Menace of Japan," "China's Monuments," "The Tragedy of Russia in Pacific Asia," etc. Now in Siberia for the OAKLAND TRIBUNE.

(Copyright, 1921, by Frederick McCormick)

VLADIVOSTOK, July 25.—Japanese and American freighters load timber in Puget Sound and the Willamette for Asia. Norwegian ships load wood pulp in Christiania for China and Japan. Mr. Anderson, agent for Norwegian pulp, says the largest in the world, is here on the borders of the Amur and he tells me that in Japan wood pulp from Vancouver underlies the product from Norway which is the best.

TAIGA UNBROKEN.

Except for the indentations of the steps, the taiga of East Siberia reaches unbroken from the Amur to the tundra, and generally speaking, central Siberia is covered with forest. The taiga is the largest of the three great forest types of the world. It is the largest of the three great forest types of the world.

PRODUCTS NEEDED.

East Siberia is alive to the fact that the world needs timber and that it needs wood, especially pulpwood. Its various governments are offering timber concessions to capitalists for money with which to replenish their treasuries. Only the lack of responsible government prevents the exploitation of East Siberia's forests.

MOSQUITOES SWARM.

That on the north is the tundra, or moss steppes. It stretches to the Arctic ocean. The traveler is disappointed if he hardly more than the final expression of solitude and desolation. In the height of summer it is a swamp of brownish-gray.

AFFINITY OF FLORA.

The affinity of the flora of North America and the United States will be duplicated on the coast of East Siberia. The flora of East Siberia. The flora of East Siberia.

AIRPLANE INTRODUCED.

The airplane has been introduced into the Bering Sea area and will be used to transport mail and passengers. The airplane. The airplane.

AREA OF REGION.

Its area is as great as that of the whole forest region of the United States. On the edges along the tundra, and along the northeast and south, the taiga begins in shrubs, while at elevations of 3,000 and 2,000 feet the forest is evergreen. In the southern border, especially in the hill country of the Amur province, there is only here and there a

MURDER SCARE GERMANY; CRIME IS UNPUNISHED

Harden Blames Weak Government for Critical Condition of Affairs.

By MAXIMILIAN HARDEN
(German's Foremost Publicist.)

By CONSOLIDATED PRESS
LEASD WIRE TO TRIBUNE.
BERLIN, Sept. 3.—No. 316 on the list of political assassinations—Matthias Erzberger, member of the Reichstag, which means that since the German republic was proclaimed 316 members of the republican party have been treacherously murdered.

MANY UNPUNISHED.

The Soviet dictatorship attempt in Munich cost twelve lives and these were the shooting of unarmed men. The shooting of unarmed men. The shooting of unarmed men.

ASSASSINS PRAISED.

The second fact is that not only are Count Arco and the Junker who previously was called a traitor, but also the assassins are praised. The assassins are praised. The assassins are praised.

HONEST PATRIOT.

Erzberger was formerly an ardent nationalist, almost a pan-German. He was convinced by visits to neutral countries, especially after America's entrance into the war, that victory was inevitable. The victory was inevitable. The victory was inevitable.

Spanish War on Morocco

Perils Alphonso's Throne

By UNIVERSAL SERVICE.
LEASD WIRE TO TRIBUNE.
MADRID, Sept. 3.—(Special Cable Despatch.)—Spanish reserves in Morocco are being mobilized. The Spanish reserves. The Spanish reserves.

Two Billion Pension Measure Predicted

WASHINGTON, Sept. 3.—A \$2,000,000,000 pension bill in addition to the soldier bonus measure now pending, will be demanded within the next few years by one or both of the parties in the Senate. The pension bill. The pension bill.

CUT-PRICE OPERA.

LONDON, Sept. 3.—In preparation for the coming opera season a national organization is being formed to secure a reduction in the price of tickets. The national organization. The national organization.

BRITISH GAS UP.

LONDON, Sept. 3.—The price of gas has been increased throughout the country because of the coal shortage and the high cost of imported coal.

WOMEN CONVICTS SHOULD BE MOVED SAYS EX-PRISONER

Conditions of Female Inmates At San Quentin "Very Undesirable," Says Doctor.

Urging a concerted move on the part of the women of California to have the women prisoners at San Quentin moved to the state farm near Sonoma, Dr. Marie D. Equi, an Oregon physician, who has just been released from the penitentiary, styles the quarters and conditions of the women as "very undesirable."

Dr. Equi, who was a political prisoner, is living in San Francisco following her release. She says female felons are locked up in rooms 7 by 9 feet, two women to the room. The rooms contain no proper toilet facilities, and there is no segregation of specific diseases.

She terms San Quentin a "house of unutterable sadness."

Dr. Equi says:

"In contrasting the San Quentin woman's department with that of Jefferson City, I will say that the women of San Quentin were not compelled to do 'scab' work, and that I believe prisoners should be paid for the work of manufacturing garments at the prevailing market rate, the proceeds of their work to be put to their account, or to be used in the care of their dependents."

COULD BE IMPROVED.

"The food of San Quentin is better than that of Jefferson City, but it could be improved."

"San Quentin's women's quarters are very undesirable. The rooms are only 7 by 9 feet. Two women occupy one of these rooms. They are locked up in them twelve hours, from 7 p. m. to 7 a. m. There are no proper toilet facilities in these rooms."

"There is very little yard space—23 by 30 feet. This house is built partly below the road bed, and surrounded by a 30-foot wall. The courtyard is of cement. During the hot weather the heat in these quarters is intolerable."

"The keynote of the treatment of the women is kindness, but no amount of kindness can make up for close housing and inadequate out-of-door space. There is nothing to see but stone walls, except one little patch of sky. Many women are without friends or funds and without hope."

MOVE RECOMMENDED.

"There should be a concerted effort on the part of the women of California to have the San Quentin women moved to the farm as speedily as possible. The 'lifers' should be moved to the farm also. First offenders, after conviction for minor crimes, should be given immediate parole. The judge who sends young women of 16 years of age to the penitentiary is the real criminal."

"I am against long prison terms. They tend to dehumanize and brutalize the individual and make for loss of initiative and individuality. One cannot be returned to society a better factor than when one entered prison after a long prison term plus segregation. Early parole is desirable if we are to have rehabilitation of the individual. Prisons must be schools and hospitals instead of places of punishment. There should be recreational and vocational training, and the future welfare of the individual given the fullest consideration for the ultimate good of society."

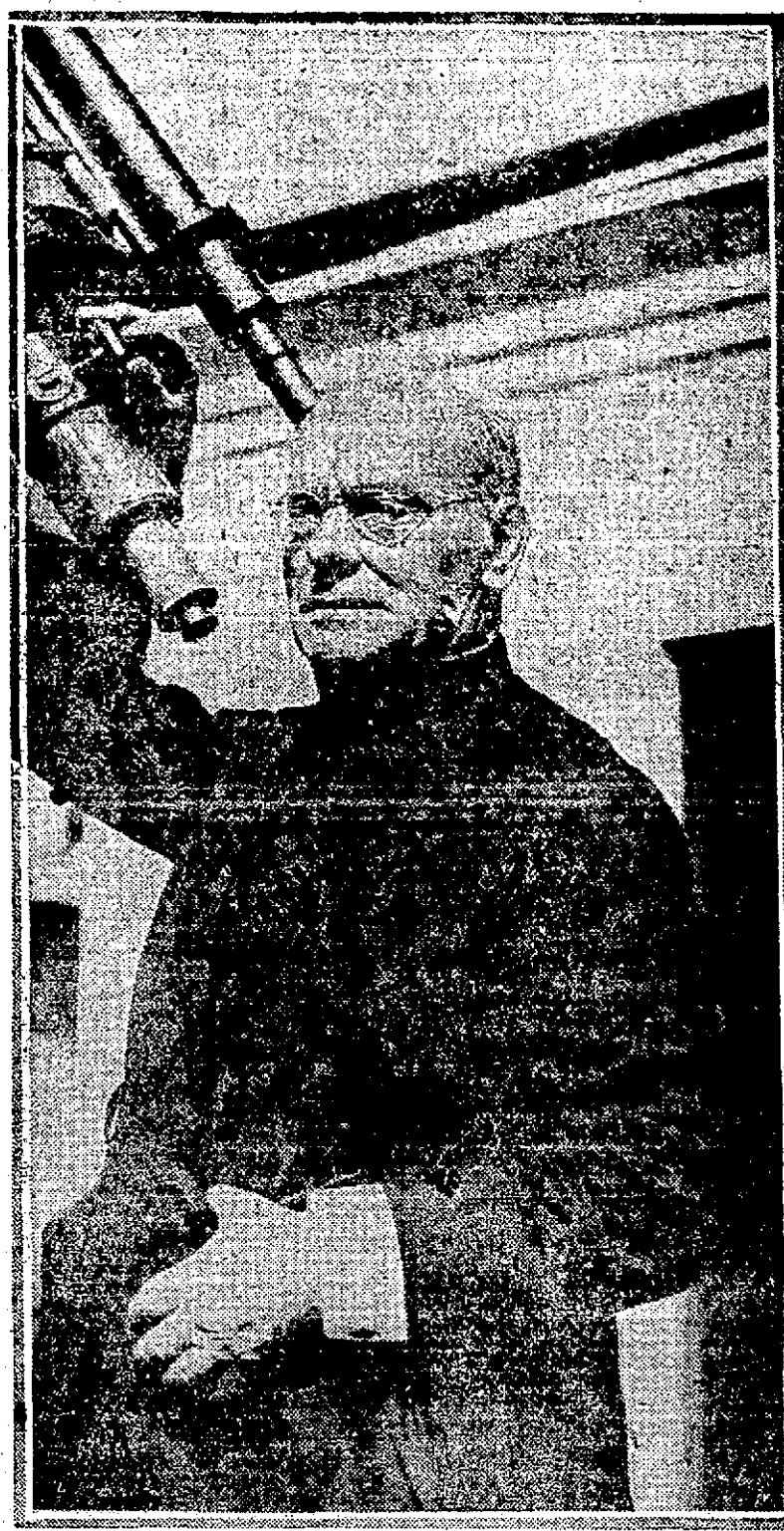
"In the women's department we were treated kindly, but the close confinement of the cramped quarters was not conducive to either physical or mental well being. If it were not for the short times there would be a larger percentage of insanity developed among the long timers. All happiness is superficial in prison. To me it was and always will remain in my memory a house of unutterable sadness."

"There were many women of strong character and good principles among my fellow prisoners, and I shall always remember their kindness to me."

Girls Sold Liquor, Is Police Charge

Peter Matsika and John P. Carter, charged with conducting a disorderly house, appeared yesterday before Police Judge Tyrrell. The date for preliminary examination was set for September 7. They are charged in a raid made on a restaurant at 445 Tenth street, which is owned by the two men. At the time the officers arrested two girls, Verita Cole and Betty Guiffre, who are held for investigation by the police. The police say the girls were employed as waitresses, but were selling liquor.

"Padre of the Rains" Will Tell Ad Men How Weather Is Made



FATHER JEROME S. RICARD, "Padre of the Rains," who will address the Oakland Advertising Club at their luncheon meeting at the Hotel Oakland on Tuesday. His subject will be "The Sun."

Father Ricard Will Deliver Lecture On "The Sun" At Luncheon-Meeting.

Father Jerome S. Ricard of Santa Clara university, will address the Oakland Advertising club and guests of that organization at the club's luncheon-meeting at the Hotel Oakland on Tuesday. "The Padre of the Rains" will talk on "The Sun." His lecture will be of 50 minutes' duration.

Father Ricard has long been an authority on astronomy, seismic disturbances and similar conditions, particularly with respect to the influence of these forces on weather conditions on the Pacific coast. It is from the fact that he is a scientific authority and herald of the weather that he gained his name of "Padre of the Rains."

Members and guests are urged to make their seat reservations at once. The luncheon will begin promptly at 12:15 o'clock.

HUNTER OUTLINES SCOPE OF STUDY

While the teachers of Oakland have been urged to give their best efforts toward the common branches of education, there is no intention to lose sight of the so-called "socialized study and project method," according to the bulletin issued by Superintendent of Schools Fred M. Hunter.

Hunter asserts that his plea of concentration was somewhat misunderstood. He says:

"At the last meeting of the Principals' club for the school year 1920-21, I took occasion to emphasize the necessity for a special effort on the part of all teachers, principals and supervisors during the coming school year to develop a high degree of skill in teaching the so-called common branches and to secure universally better results in them. In some measure this statement of the case on my part was misunderstood. Some principals and teachers jumped to the conclusion that socialized classroom work and the project method of instruction were to be abandoned."

"Nothing could be more erroneous or more harmful. Socialized classroom work is not a pedagogical fad nor a doubtful experiment or a whim of a superintendent of schools. It is a practical application of a philosophy of education and of life, and is to be used as a means of developing individual responsibility and initiative and right civic attitudes in American youth. It is an outgrowth of American democracy and therefore cannot be abandoned any more than democracy can be abandoned, because the qualities it develops are necessary to the ideal American citizen."

"If we as a group of professional workers and teachers were to drop the progress that has been made in developing a democratic system of instruction, we would not be true to our best ideals as teachers. It is a great movement in education and especially American education, and therefore, must go on permanently."

"In Oakland our progress in this direction has been fine and wholehearted, and the teaching corps of the Oakland schools has invested its initiative and its best thought and most professional endeavor in whatever has been accomplished. What I meant to say at the last principals' meeting was that in our enthusiasm for socialized and project method we must not lose sight of the essentials."

Husband Boasted of Conquests, Wife Says

SAN FRANCISCO, Sept. 3.—Charging that her husband had frequently boasted of the women who loved him and had shown her affectionately worded letters from them, Mrs. Grace Costello today filed a divorce action against Edwin J. Costello, incorporated in her accusations of cruelty are the allegations that frequently her spouse remained out all night. This occurred, Mrs. Costello sets forth, with particular regularity on pay day.



Don't Worry About Your Complexion Cuticura Will Take Care of It

If you make the Cuticura Trio your everyday toilet preparations you will have clear, healthy skin, good hair, and soft white hands. Soap to cleanse, Ointment to heal, Talcum to powder and perfume.

Sample sent Free by Mail. Address: "Cuticura Laboratories, Dept. 246, Malden 14, Mass." Sold everywhere. Sample, Cuticura Soap and Ointment, 25c each. Talcum, 10c.

Cuticura Soap shaves without ras.

IS HOLDING HIS OWN

"Ten years ago I received such a wonderful help from your medicine for my stomach trouble that I have recommended it to hundreds of other sufferers. Recently a friend of mine whose brother in a distant city was stricken with acute indigestion and was not expected to live, got his brother to take a bottle on my advice. I have just received word that his brother is holding his own, and I am confident that Mayr's Wonderful Remedy will entirely restore him." It is a simple, harmless preparation that removes the catarrhal mucus from the intestinal tract and allays the inflammation which causes practically all stomach, liver and intestinal ailments, including appendicitis. One dose will convince you. Money refunded. Druggists everywhere.

SIMPLE APPLICATION THAT DISSOLVES BLACKHEADS

No more squeezing and pinching to get rid of those unsightly blackheads. There is one simple, safe and sure way to get them out and that is to dissolve them. To do this just get about two ounces of calomel powder from your druggist—sprinkle a little on a hot wet sponge—rub briskly over the blackheads for a few seconds—wash the parts and every blackhead will be gone. Pinching and squeezing out blackheads make large pores and cannot get all of the blackheads out this way—while this simple application of calomel powder dissolves every particle of them and leaves the skin and pores in their natural condition. Any druggist will sell you the calomel powder and about two ounces will be all you will ever need.—Advertisement.

CLEAN-UP DRIVE SHOWS RESULTS

The weed notices sent to residents are bearing results, according to a census by the street department, which shows that in the San Pablo avenue district, for example, 84.4 per cent of property owners have obeyed the request to clear lots and yards.

A total of 493 notices was sent by the city, which charges 10 cents per front foot for the work, imposed in part as a fine.

\$17,000 Damage Suit Follows Auto Crash

E. P. Brewitt was made defendant in a suit for \$17,841.57 damages for personal injuries yesterday. H. A. Agge, wealthy sheep rancher, complains that on March 22, 1921, while he was examining the engine of his auto at Broadway and Mather streets, Brewitt crashed into Agge's car from behind, driving Agge's car against him so violently that he suffered serious injuries and could not attend to his business for several weeks. He also asks damages for his car.

NO PROBATION FOR GUN TOTERS, EDICT OF JUDGE

SAN FRANCISCO, Sept. 3.—Superior Judge Louis Ward today placed himself on record as intending to refuse probation to any person arrested for crime who has a pistol in his possession.

He therefore sentenced Charles Thurston to an indeterminate period at San Quentin, revoking his probation. Thurston was captured by Detective George Andrus following a burglary at 2728 Pacific avenue. He had previously been on probation for burglary. When caught he had a gun in his pocket.

San Francisco Elks Off for a Holiday

SAN FRANCISCO, Sept. 3.—The San Francisco lodge of Elks, 600 strong, with a band and a special boat and much revelry, left San Francisco today for a week-end at Knappa's Springs. They are to return Monday night. Dato Berquist is chairman of the committee of arrangements.

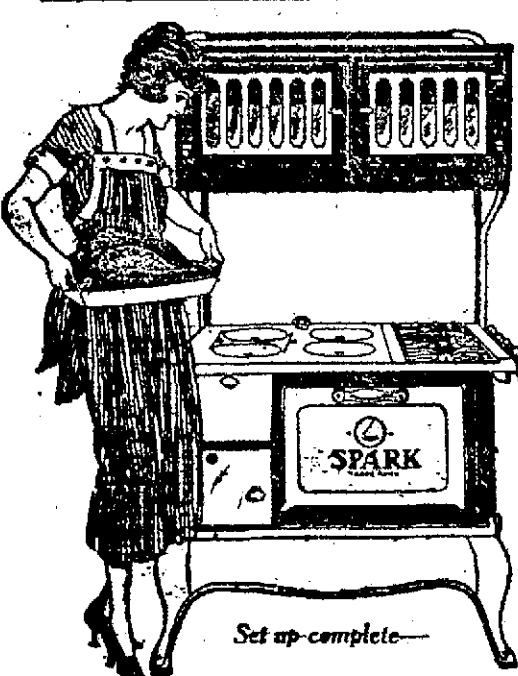
HAVE GIRLS MORE BRAINS?

CAMBRIDGE, Mass., Sept. 3.—Girls carried off the greatest honors in the higher local examinations. They defeated men in the contest for the literary prize and also for Latin and Greek.

GANGSTER CASES UP IN S. F. COURT

SAN FRANCISCO, Sept. 3.—The cases of all five of the Howard street gangsters were before Superior Judge Ward today in connection with motions to set aside the remaining indictments facing them. The court continued the cases of "K. O." Kravosky and "Speedy" Murphy to October 14, James Carey to October 15, Thomas Brady to November 1 and Allan McDonald to September 14.

Jackson's—The one price store, cash or credit



Set up complete—

"Spark Combination"

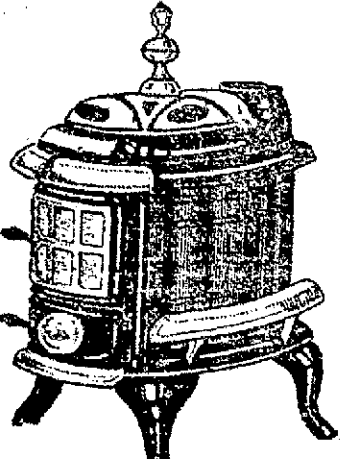
Coal or wood and gas. In black, white and nickel. Three separate, full size ovens to be used at different temperatures, all at the same time. Upper right oven boils and broils.

Two ample cooking surfaces—four gas burners and a four-hole range top.

Others up to 275.00—in gray, blue and combination colors of porcelain.

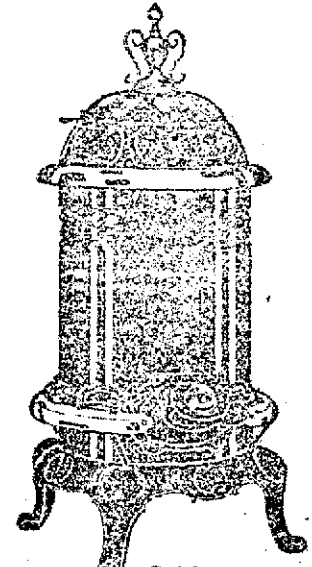
Fully guaranteed—positively satisfactory. Built in Oakland.

185.00 18.50 down 18.50 month



24.50 3.00 down 2.50 month

For wood and coal. Fully nickel-plated, with cast top and bottom. Mica doors, slide top and large ash pan. Screw draft—air tight. Holds fire over night.

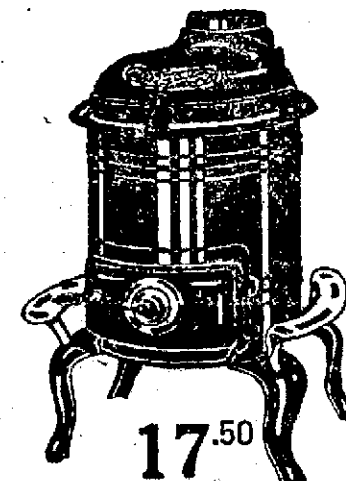


Cole's Hot Blast

30.00

4.00 down—3.00 month

Original "Cole Hot Blast"—for coal; air tight, double stove construction. A fuel saver—holds fire for 24 hours. Polished steel body, heavy cast top—nickel-plated front and foot rail.



17.50

2.00 down—1.75 month

Polished steel with cast iron top. Nickel-plated foot rail, screw draft; air tight. Large ashpan and top feed. Burns coal and wood. Holds fire over night.



In white and gold—

14.50

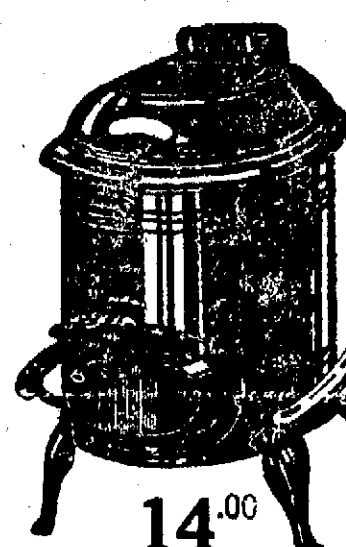
1.50 down—2.00 month

52-piece Dinner Set

marked with your initial

Almost every initial in the alphabet; gold bands and gold outlined letters; sold in the set only—52 pieces to a set; neat shape and design, exactly as illustrated; to be sold while they last.

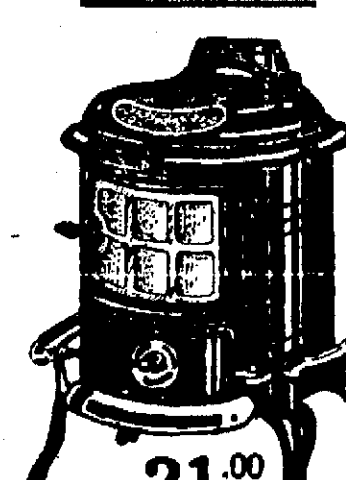
Note—Extra pieces may be ordered through our crockery department and will be delivered to you by Parcel Post, direct from the factory. Variety Store, basement



14.00

2.00 down—1.50 month

Air tight, with cast top— for wood and coal. Nickel-plated fenders, top feed, screw draft, large door for removing ashes. Holds fire over night.



21.00

2.50 down—2.00 month

Polished steel with cast top. Nickel-plated fenders, screw draft, top feed, mica door and large ash pan. Burns coal and wood. Holds fire over night.

NOTE—Most of these heating stoves have a reversible flue so that they can be set up in grates and fireplaces if desired.

You can trade in your old stove in part payment on any range or heater that we sell. We'll allow you a fair price.

The "Universal Combination"

coal or wood or gas. Absolutely automatic—no fuss or bother; no parts to change.

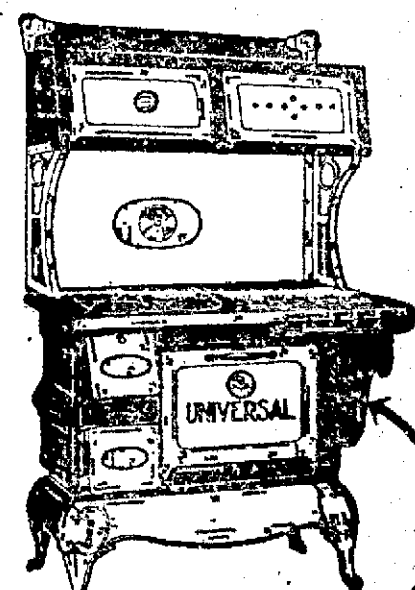
In black and nickel, with white porcelain—as illustrated.

Fully guaranteed. A beautiful, compact range—fits small space. Splendid baker—you get the services of two ranges in this one Universal.

Others from 198.00 to 290.00—Pearl gray and peacock blue, porcelain finishes.

Set up complete—

220.00 22.00 down 22.00 month



A Twist of the Wrist Changes from Gas to Coal

DEAF?

"I Now Hear Clearly!" You, Too, Can Hear!

Inasmuch as 500,000 users have testified to the wonderful results obtained from the "Acousticon," we feel perfectly safe in urging every deaf person, without a penny expense and entirely at our risk, to accept the

1921 Acousticon

For 10 Days' FREE TRIAL No Deposit—No Expense

Just write saying that you are deaf and hearing and will try the "Acousticon." The trial will not cost you one cent, for we never pay delivery charges.

WARNING! There is no good reason why anyone should not make a liberal trial offer as we do, so do not send money to any instrument for the deaf until you have tried it. The "Acousticon" has improvements and patented features which cannot be duplicated, so no matter what you have tried in the past send for your free trial of the "Acousticon" today and convince yourself—you alone to decide.

Decca Products Corp. 500 Broadway, N.Y. San Francisco, Cal.

Entrances—
14th Street
Clay Street

JACKSON'S

Complete Home Furnishers—Oakland

Telephone—
Lakeside
7120

COLLEGE WOMEN WILL PRESCRIBE HIKING AS DUTY

Club At Berkeley Adopts a Novel Expedient for Recreation.

BERKELEY, Sept. 3.—With the assumed task of helping to make good citizens of foreign students at the University and keeping young with hikes and outdoor exercise, members of the College Women's club of Berkeley have a busy year ahead of them.

Plans of the year's activities have just been completed by the clubwomen. Frisk among the matters of importance to occupy the attention of the women will be the raising of funds for a \$350.00 clubhouse. On Wednesday of next week the first regular meeting of the club for the coming year will be held, at 2:30 o'clock, at the Town and Gown clubhouse, with Mrs. George E. Colby presiding. Mrs. Ralph Marx, chairman of the music section, will have charge of the program, which will be open to guests.

Although a little more than a year old, the College Women's club now has a membership of more than 425. Music, current events, history, hiking, fiction, social service and other things will occupy the attention of the clubwomen, with teas and other social events balancing the more serious diversion.

SECTION PROGRAM.

The program of section work began this week for club members, when a committee under the general chairmanship of Mrs. Elizabeth Foss met at the clubhouse for the purpose of arranging for the entertainment of foreign students of the university.

This custom was inaugurated by some of the club members last year, and was so much enjoyed that they plan on its continuance during the fall months. Among the clubwomen who have taken an active interest in the work of this committee, besides those mentioned, are Mrs. R. Birge, Mrs. P. R. Bullock of Oakland, Miss Mary Bird Claves, Mrs. George E. Colby of Oakland, Mrs. Dana Goodridge, Miss Laura Donnelly, Miss Olive Freuler, Miss Martha Greeley, Mrs. Martha Guy, Miss Lita Lauren, Mrs. Gladys A. Leggett, Mrs. Ralph Marx, Mrs. F. D. Cloud, Mrs. J. Warren McKibbin, Miss Lulu Minor, Miss Helen Powell, Mrs. Francis Russell, Mrs. Charles E. Woolley, Miss Isabel Maris, Mrs. Cornelia Tibbitts, Miss Hilda B. Woodin, Mrs. J. A. Tibbitts and Mrs. Lester Bartlett.

CHORAL PRACTICE.

On account of the illness of the chairman of the musical section, choral practice has been deferred until the middle of September. Mrs. F. D. Cloud is leader of the choral. The program given last May by the College Women's club, under the direction of Mrs. Cloud, was a forerunner of the musical festival, which the Chamber of Commerce of Berkeley has arranged for September 15, 16 and 17, in the Greek theater. It consisted of American composition, and some of the composers were present and participated in the program. The College Women's club, and especially the music section, is working for the success of the festival. Miss Grace E. Barnard, Mrs. McDonald Robinson and Mrs. C. W. Whitney are members of the festival committee, and a number of other club members are patronesses of the festival.

Organization of the current events section, under Mrs. J. A. Tibbitts, was also effected this week. The aim of this section is to gain a correlated bird's-eye view of world events as they happen.

Helen Yarnall, chairman, will head the California section for the coming year. Mrs. Louis Scheussler having resigned to take a place on the club's board of directors.

ALUMNAE DINNER.
The practical work of the California section will be shaped to meet the needs of the university. Besides holding social and business meetings for the alumnae, the club members will have charge of the alumnae dinner, on November 18, the night preceding the big game, which will be attended by California alumnae from all over the state and the famous Marmole Prescription.

This section of the club will also serve a buffet luncheon on Charter Day, the proceeds of which will go to the scholarship fund.

An active season is planned by the hiking group of the athletic section of the club, under Miss Elizabeth Kelley. The members are looking forward to many pleasant excursions before the rainy season sets in, and as full an attendance as possible is desired at this first meeting. If those present vote favorably, a program will be mapped out, including some study of the flowers, ferns, birds and geological formation of the Berkeley hills. This group is asked to cooperate with the city in the effort to secure a Berkeley recreation camp, near the Yosemite Park.

MEETING DELAYED.
On account of the first Monday in September being Labor Day, a holiday, the first meeting of the club section will be deferred until the third Monday, September 13, at 3:45 p. m., when, under the leadership of Miss Caroline Singleton, chairman, "The Marmole Prescription" will be discussed.

Miss Eleanor V. Bunker, of 2304 Piedmont avenue is secretary of the club.

Eat and Get Thin

This is turning an old phrase face about, but modern methods of reducing fat have made this revision possible.

If you are overfat and also averse to physical exercise, if you are like most of the table and still want to reduce your excess flesh, several ways lead to this: to your druggist (or write the Marmole Co., 4612 Woodward Ave., Detroit, Mich.) and for this modest amount of money the druggist will put you in the way of satisfying your ambition for a nice, trim, slim figure. He will hand you a large case of Marmole Prescription Tablets (compounded in accordance with the famous Marmole Prescription), one of which you must take after each meal and at bedtime until you begin to lose your fat at the rate of two, three or four pounds a week. Then continue the treatment until your weight is what you desire. Marmole Prescription Tablets are not only harmless but really beneficial to the general health. You don't need starvation diet or weakening exercises. Just go on eating what you like, leave exercise to athletes, but take your little tablet faithfully and without a doubt that flabby flesh will melt away, leaving you a trim, healthy, happy figure. Your natural self, really clothed in firm flesh and trim muscles.—Advertisement.

Dahlia Show, Opening Today, Will Mark Bay Region's Leadership in Culture



LITTLE BEVERLEY SIEGHOLD, reveling in a local dahlia garden, whose choicest blooms will be displayed in the third annual Dahlia Show of the Alameda County Floral Society, opening at Hotel Oakland today.

Thousands of Dollars' Worth of Rare Blooms Are Displayed for Flower Lovers.

Flower lovers from about the bay this afternoon will begin a three-day pilgrimage to the ivory ballroom of Hotel Oakland, lured by the gorgeous blooms which make up the third annual Dahlia Show of Alameda County Floral Society.

A riot of glorious color, ranging from rich purples and deep reds to cream pinks and pale lavenders, in flowers from the heavy massive decorative type to the tiny pom-pom variety, promise the most notable exhibition ever held in this city. Dahlias more than 14 inches across, the largest in the world, to miniature less than an inch, probably the smallest in the world, offer an unprecedented range of specimens. More than 800 varieties will have a place in the show.

VALUED AT THOUSANDS.
The ballroom presents a great bouquet of brilliant hue representing thousands of dollars' worth of stock.

Rarest blooms from the gardens of Alameda county, San Francisco, San Rafael and San Mateo have been assembled and the growers claim that this fall's exhibition will establish the bay region among the most important of the world in dahlia culture. Dozens of new varieties have been originated in Oakland through hybridization until the local dahlia has a world demand among the mammoth.

"The Garden Beautiful" maintained by prisoners at San Quentin, which last year took a silver cup, is entering many new tubers today. Alameda county infirmaries inmates have placed a large exhibit from their San Leandro beds.

NOTED VARIETIES.
"The Salbach," developed by Carl Salbach in his Claremont avenue garden, a large lavender blossom, "The Claremont," a cream-pink flower, and the Edna Spencer, named after its originator, the vice president of the society, will attract considerable attention among the new entries. The "Paul Michaels," a seedling grown by Dr. James Michaels of San Leandro, claimed to be the largest dahlia ever grown, will be the center of interest.

The Dahlia Show will overflow into the Rose room, where displays of gladioli, tuberosus, hollyhocks, chrysanthemums, annuals, rock plants, roses, carnations and other garden flowers will be shown by local growers.

The Dahlia exhibit, which formally opens at 2:30 p. m. today, will continue through the afternoon and evening of Monday and Tuesday.

**Manufacturers Act Promptly
In Securing Exhibit Space**

Practically all the space at the coming East Bay Manufacturers' Exhibition has been reserved and East Bay manufacturers who are exhibiting their goods have actually paid in more than sixty per cent of the total amount to be collected for floor space. This was the announcement made yesterday by E. L. York, secretary of the executive committee of the Associated Manufacturers of the East Bay Cities. These monies subscribed by the manufacturers sponsoring the exhibition have been turned over to A. J. Mount, vice-president of the Bank of Italy, who is serving as trustee of the executive committee and chairman of the general finance committee of the show.

Glover E. Ruckstell, president of the Ruckstell Sales and Manufacturing Co. of Berkeley, chairman of the engineers' committee of the Associated Manufacturers of the East Bay Cities, returned yesterday from Los Angeles, where he attended the manufacturers show held there last week. Reports there was an average daily attendance of more than 50,000 for the entire period of the show, and he predicted record-breaking crowds for the local exposition, which he says will eclipse anything ever attempted in the West.

The manufacturers are to meet at a luncheon at the Hotel Oakland next Tuesday to discuss developments in the plans for the show.

Among the largest exhibits so far announced are those of the Standard Gas Engine Company, the Ruckstell Sales and Manufacturing Co. of Berkeley, the Coast Tire and Rubber Co. and the Dow Pump works. The California Cap Co. of Richmond also will have an excellent display.

The Ruckstell exhibit will consist of all models of Ford cars equipped with the Perfecto two-wheel axle, the Berkeley product which has become famous within the remarkably short time of ninety days and which is now taxing the capacity of the local plant in order to keep up with the demand.

**SAN LEANDRO Office of The
TRIBUNE, 1256 E. 14th
street. Phone S. L. 400.**

'FOUR HORSEMEN' SEEN AT THEATER

"The Four Horsemen of the Apocalypse" rode over the silver screen of the Auditorium Theater last night in Oakland's first presentation of the motion picture version of Elasco Ibarra's story.

Early has a motion picture version of a great novel adhered so closely to the original story. It is said that when the Spanish novelist saw the children of his brain thus brought to active life on the screen he said: "It is impossible—just as I saw them all in my imagination."

They are all there—all the characters of the great book—Madariago, the Centaur and the long gray plumed Julio, the youthful libertine, who finds his manhood back in the trenches of Flanders, where he dies a tragic death; Leonardo, who, like another "Mr. Britling," is overwhelmed by the terrible reality of war that upsets his cherished theories; and the girl who falls in love for a guilty love, "Chichi" and all the others.

And then the great scenes of life in the Argentine. The picturesque of the Argentine capital, the Quarter Latin of Paris. The proclamations and the parades through Paris as war suddenly overtakes the world, and as the great figures of the Revelation commence their gallop over the world—Conquest, War, Pestilence and Death in relentless pursuit. Then the chanting of the Marseillaise, the long gray plumed of the enemy as they march on Paris, the Marna, the arrival of the Americans, the scenes of German outrage, and then Victory!

A feature of this great production is the collection of "types" secured, as well as the humorous touches here and there. The figure of the prophet, the stranger, interpreted as a symbolization of the Christ figure, has been introduced here with some telling effect as was done some years ago by Forbes Robertson in "Passing of the Third Floor Back."

"The Four Horsemen" is an immortal picture as well as a great book. Public performances began yesterday at the Auditorium Theater and will continue for nine days.

**Even Postal Men
Forget To Mail 'Em**

KANSAS CITY, Mo., Sept. 3.—The husband who forgets to mail a "friend" wife's letters can now breathe easier. Even post-office officials forget that important marital duty.

W. N. Collins, assistant postmaster of Kansas City, found a letter reposing in his pocket. Investigation proved his wife had given it to him two weeks before to mail and that it was an invitation for a visit which is now "cold."

"That's not the worst," Collins said. "I once had three postcards announcing we were coming on a visit and forgot to stamp them. We beat the cards to our destination."

PSYCHOLOGY LECTURE.
Mrs. Haydon Rochester will give a lecture this evening in Aahmes Hall, 1250 Harrison Street, under the auspices of the Sunday evening Psychology Center on "The Psychology of Health and Happiness." There will also be a "Healing Science" and a talk on "The Powers of the Subconscious Mind." The public is invited.

WORK PROCEEDS IN SATISFACTORY MANNER HERE

Donahue Tells the Building Trades Council of Good Faith and Harmony.

The special committee of the Building Trades Council that was charged with the duty of bringing about a resumption of work by the affiliated unions, has given out a report of the progress made in the first week covered by the agreement now in force.

Speaking for the committee, Samuel J. Donahue, business agent of the council, said:

"The manner in which owners and contractors started work upon the men had agreed to return shows good faith all round, and I have confidence that the future conferences between the industrial relations committee of the Oakland Chamber of Commerce and the Building Trades Council will result in continued harmony. A survey of the big work actually under way or to be started as soon as the men and materials are ready offers employment for thousands of skilled and unskilled men. The Title Insurance building, at Fifteenth and San Pablo, will go up at the East Bay hospital on Central avenue, a big job will be rushed, as there is a demand for its early completion; the Kinema theater building will be in the week's hands on Tuesday morning, and work on that three-story business block will go on as fast as possible; the county hospital, in Highland Park, is just now waiting for the new school buildings to get arranged for the new Orphan, on Broadway, is in the hands of the architects, who report an early start, and two or three business blocks in the same neighborhood are likely to begin operations any day.

"Work was resumed on over four hundred bungalows and buildings during the week, and 153 permits were issued for new construction, including a business block to cost \$20,000, in West Oakland, and a \$12,000 apartment house, in North Oakland.

"Labor feels very appreciative of those owners who ordered their work to begin at once after we went back to work. It was evidence that our agreement was in no sense a scrap of paper. The Building Trades Council ordered all its men to report for work wherever men were needed, and they have done so. I notice that throughout all angles of local industrialism there is a sincere desire to work together with the material good of the city as the first objective. The situation was greatly complicated by a few members who were committed to general strike in the West, and industrial might be paralyzed in the interests of the O. B. U. The Building Trades killed this vicious move, and it is a sincere desire to work together with the material good of the city as the first objective. The situation was greatly complicated by a few members who were committed to general strike in the West, and industrial might be paralyzed in the interests of the O. B. U. 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Y. W. C. A. TO GIVE RECEPTION FOR NEW SECRETARIES

Business Women's Forum to Be Hostess At Social Event September 13.

The Business Women's Forum will be hostess at a large reception, Tuesday evening, September 13, arranged in honor of Miss Phoebe Burritt, new secretary of the industrial department of the Oakland Y. W. C. A. Miss Florence Davis and Miss Geraldine Knowles, newly appointed secretaries in the physical education department. Mrs. Jessie K. Pratt, president of the Y. W. C. A. Forum, is being assisted in arranging for the activities by groups of young women. Miss Marjorie McKellar is general chairman. The program is being assembled by Miss Alice Kirkland.

Special invitations have been extended to members of the following "Y" clubs, to meet the trio of new secretaries:

- Casando Club.—Mrs. Black, president.
- Quenda Club.—Miss Olive MacDonnell, president.
- Agenda Club.—Miss Ruth Rich, president.
- Hostess Club.—Miss Alta Hagberg, president.
- Y. A. C.—Miss Olive Simmons, president.
- English Club.—Miss Julia Colby, president.
- Romany Club.—Miss B. Picher, secretary.
- Boarding House.—Mrs. J. Wilson Moore, house secretary.
- Resident Members of the Y. W. C. A.—Mrs. E. N. Richards, house secretary.
- Community Players' Club.—Miss Jack Burdett, business manager.
- Young Matrons' Club.—Miss Frank L. Bohn, president.
- Business Girls' Club.—Miss Lucille Fuller, secretary.
- League of Nations.—Miss Ethel Abbott, leader.

A cafeteria dinner and program will summon members of the Business Girls' Club at the Webster street building Tuesday, at 6 p. m. Miss Lucille Graham, delegate to the Allomar conference, will make a report on the club programs suggested.

Miss Phoebe Burritt, newly appointed industrial and club secretary, who comes from Johnston, Pa., is being welcomed by the workers and the young women with whom she will come in contact. Miss Burritt, Miss Geraldine Knowles and Miss Florence Davis, assistants in the physical education department, will be guests of honor at a reception given by the Business Women's Forum on Tuesday evening, September 13.

Work for the new season will be well under way in another week. Miss Marjorie Armstrong returns on Tuesday, and will immediately start on the girls' work program for the fall and winter. A conference with local workers is announced by Miss Esther Dayman and Miss Gertrude Gogin, headquarters secretaries in the girls' work department, for Wednesday. A conference of all workers in this part of the state will take place in field headquarters in San Francisco on Friday and Saturday. Miss Gogin will preside.

The Victory Club will continue the Bible study course for business girls throughout the winter, beginning Thursday evening, September 15.

A World Fellowship Week will be observed in November. Miss Jessie Saunders is chairman of the department.

The announcement comes from a meeting of the Religious Work Council, held on Wednesday evening.

Miss Irene Strachan will be in charge of Sunday vesper services.

Social Events



MRS. MARK FOYLE JR., whose marriage took place in Vancouver, B. C., August 23, to the surprise of her friends in this city.

Miss Gladys Anita Catberth of this city and Mark Foyle, Jr., of Vancouver, Australia, were married August 23 in Vancouver, Washington. The bride is the talented daughter of W. C. Catberth, well known Oakland business man, and a graduate of the Conservatory of Music, Notre Dame College, in San Jose.

Foyle is the son of Mr. and Mrs. Mark Foyle of Sydney, Australia, and is a graduate of Santa Clara College and Stanford University. The young couple have been spending their honeymoon motoring through Oregon and California, visiting the numerous resorts en route.

A group of young people spent an evening at the home of Miss Lily Case of Walsworth avenue August 27. Music and refreshments were pleasures of the evening. Among the guests were Messrs. and Mesdames Blatt, Schwab, Fred Blatt, Johnson of San Francisco, Mrs. Josephine Tucker, Miss Kate Sawyer, Miss Myrtle Blatt, Leonard Michael, Antonio Musante, Ben Gross, Jorgensen and children, Miss Blanche O'Farrell.

Wednesday, August 3, Mr. and Mrs. R. B. Odum gave an affair at their home, 535 E. Twelfth street, in honor of the eleventh birthday of their son Douglas. The dining-room was arranged in pink amaryllis and ferns. Music and dancing were features of the afternoon. The guests were Douglas Odum, Walda Barton, Elmer Barton, Lorraine Robinson, Billy Robinson, Billy Robinson, Marvin Sargent, Alta and Mrs. Lowell of Sacramento, and Mrs. Lowell of Lowell.

The home of Mr. and Mrs. Lyle Williams (Grace Harris), 918 Adams street, Albany Cal., was the scene of an enjoyable evening Saturday, August 27th, in honor of their wedding, which was solemnized by the Rev. W. J. Franklin in Napa, August 6. The dining-room was artistically decorated in honor of the event. Music was rendered and dancing was enjoyed. At midnight supper was served. Those attending were: Mr. C. C. Serrin, Albany, Mr. and Mrs. R. Reposa, Mr. and Mrs. Marie Martin, Miss Haslen, Mr. Enos, all of Oakland; Mr. and Mrs. A. Brower of Emeryville, Mr. and Mrs. Harry Dennis of San Francisco, Miss Mary Villa Lobos of El Cerrito, Mr. Joe Dikana of Richmond, Mr. Augustine Lawrence, Ray Burk, Mrs. Isymoe, Mrs. Wise.

William is the son of Mr. and Mrs. Guy Williams, Point Richmond, while Mrs. Williams is the daughter of Mr. and Mrs. Serrin of Richmond, and niece of Mr. Serrin of Richmond.

EMPLOYERS PLAN TO PUT U. S. ON OPEN SHOP BASIS

Showdown in Fight for Adoption of American Plan Said to Be Imminent.

By J. L. O'SULLIVAN, United Press Staff Correspondent.

CHICAGO, Sept. 3.—Showdown in the fight of large employers of the country to put the open shop, employers' plan, into effect, appeared near at hand.

When the open shop campaign was started a year ago, the fight was concentrated on railroads and the packing industry, two of the largest employers of union labor of the country.

Adherents of the American plan believe it they could break union ranks in these two great industries they would have little difficulty in placing the open shop in other lines. Packers tonight planned to announce a wage reduction on September 15, when the present agreement by which Samuel Alschuler, United States judge, acts as arbiter, expires. They will refuse to treat with union leaders in arranging the new wage scale. They will attempt to negotiate, however, through their own unions, rather than through the railroad unions were completing their strike vote, ordered when the July wage reduction went into effect. The result of the vote will undoubtedly be influenced by the attitude of the Pennsylvania and other large railroads on the union labor question.

Representatives of the packing house union employees were in consultation here tonight with Dennis Lohs and other officials. They considered a proposition which Samuel Gompers, president of the American Federation of Labor, has suggested they present to the employers.

Officials of packing houses, however, were known to be preparing for a strike and admitted they expected some difficulty in putting their wage reduction into effect.

They believe that under present economic conditions, with large numbers unemployed, they will be able to ride through a serious labor dispute without a great deal of difficulty.

Labor union heads contended the packers were discharging union men in great numbers throughout the country, in order to hire them back at reduced wages when the Alschuler agreement expires.

ARKANSAS WIFE SEEKS \$60,000 AS HEART BALM

LITTLE ROCK, Ark., Sept. 3.—Sixty thousand dollars, shiny, clinking dollars formed an equivalent for the heartache of Mrs. Pate, wife of a prominent business man, who now comes into the Pulaski circuit court and seeks \$60,000 from Mrs. Martha Waddell Southard, local social favorite.

Mrs. Southard won Mrs. Pate's husband away from her. The petition for divorce was filed in the circuit court in Little Rock, Ark., last week. Mrs. Pate forced her wife to remain at Fayetteville while he went away with Mrs. Southard.

Countersuit between the wife, Pate denies in toto the allegations she makes and asks the court to grant him an absolute divorce on the grounds of cruelty. He denied alleged relations with the "winsome widow" and declared that his wife's action had ruined his business and that he was putting the matter of publicity to radiate from tangled domesticity.

PUBLICITY NEED OF CHURCH, SAYS BOSTON PASTOR

BOSTON, Sept. 3.—"Churches need more publicity," said a Boston pastor today.

"People no longer attend churches from a sense of duty; they must be attracted by something other than the mere fact of their duty," he said.

So says Rev. Dr. Albert C. Dirksen, Unitarian minister of Boston, who has started a campaign for improving sermons and making churches more popular. He thinks a good hustling advertising agent in churches would make rich returns.

"Ministers should study advertising methods," he says. "With them it would be a matter of advertising, and they have trained and versatile minds."

Simplicity Keynote Of Season's Fashions

NEW YORK, Sept. 3.—Simplicity is the keynote of all fashions this season. It is decidedly noticeable in smart clothes for children.

A few distinct changes have been made. The waistline is lowered; the preferred neckline is oval; the skirt is wider than formerly.

Paris uses black for children. In America this mode is not adopted, except in the party frock of black velvet.

So far American women have not accepted the edge of Paris that is to be longer. The length of children's dresses has not been altered.

Noticeable among the favored wraps is the box-line, with a slight circular swell at the lower edge making a little drape.

Fake Death Notice Wins Wife Divorce

CHICAGO, Sept. 3.—"Harvey is dead," read a telegram received by Mrs. Isabelle Le Faive, clad in black she hurried to the home of her husband, who had been separated for several months.

He met her at the door with open arms. Judge Joseph Sabath in supreme court granted her plea for a divorce.

Refuses To Quit Jail On 13th of Month

COLUMBUS, O., Sept. 3.—Failing to pay alimony, Walter Bell was sentenced to jail under the day after the expiration of his sentence. Why? Judge Kincaid had ordered Bell's release on the 13th.

Scramble Over Resources Of China Menace to Peace

By GUGLIELMO FERRERO, Universal Service.

(The famous Italian historian in a most lucid article herewith makes clear what is at stake and to what extent the Disarmament Conference at Washington will affect the future of China. The world scramble for control of the unlimited resources of the Chinese Empire is seen as a menace unless the powers agree at Washington.)

PARIS, Sept. 3.—An alliance between two states is always entered upon as a precaution against an enemy, present or future. It is a policy of self-defense. It is a policy of self-preservation. It is a policy of self-interest. It is a policy of self-protection. It is a policy of self-defense. It is a policy of self-preservation. It is a policy of self-interest. It is a policy of self-protection.

The Muscovite Empire has collapsed. The only power that now wields a preponderant influence in the Far East is precisely Japan.

Why then would be the object of the new Anglo-Japanese alliance, supposing it were renewed, seeing that its original scope has ceased to exist?

We can only see one aim in common between the two countries: the conquest of China. Or, to use the phrase of the preponderant power, the preponderance of the two allied powers in Chinese affairs above all other powers—Asiatic, European or American.

China is probably destined to develop into a great world-travel and danger before long. The same tragedy which was enacted in Italy at the end of the seventeenth century is being repeated in China. But in gigantic proportions. A civilization much more ancient, mature and wise than the western civilization, is no longer able, despite its wisdom, to withstand the onslaught of modern devices of the barbarians who menace it from the north and the east.

CHINA'S NEEDS.

In order to defend herself, China, too, stands in need of artillery, of steam-engines, of railways, and coal, and in order to obtain them she is forced to "westernize" herself, dropping overboard a good deal of her traditional wisdom.

During this crisis of transition, which began with the fall of the dynasty, China will be exposed to the influence of the influences from Europe and America, to their doctrines, their capital and their trade.

She will be a sort of novice and pupil of western civilization; disputed and harassed by numerous masters anxious to teach her European and American progress and to sell her the most costly products of this progress; and who, the better to impress their teachings, will be instantly tempted to make a free use of the Chinese working men on the shoulders of their dull and recalcitrant pupil.

Here lies the chief danger. For China, China is driven westward by the necessity to increase her military efficiency, she still is, and will continue to remain for many years, extremely weak. Those who know the desirability and necessity of the Western Powers may easily imagine the temptations capable of arising from this disposition of forces between the powerful teachers and the feeble pupil.

About twenty years ago it was the fashion to speak of European chicaneries, political intrigues and serious—or reputedly serious—papers to talk of slinging up a Chinese empire as it were a cake. These ridiculous desires were later turned in other directions, but they might crop up again stimulated by the very weakness of China in this savage, unrelenting of passions and greed which is devastating the world.

JAPAN MOST DANGEROUS.

Owing to its geographical position, its ethnical, historical and linguistic affinities and the power of which it disposes, Japan will be the principal and most dangerous of these would-be tutors. But it cannot remain alone and unchallenged, for it will have to face the competition of the leading European Powers and of the United States, which have already secured important interests in China.

Until she becomes sufficiently strong to stand for herself, Japan will remain an open field for the struggle between the political and commercial rivalries of Western civilization and the invading ambition of Japan.

The struggle for China, already latent during the ten years which preceded the World War, will now burst out more fiercely. But in this struggle, after Russia's collapse, an Anglo-Japanese alliance might easily achieve an overwhelming preponderance, both as regards China, and in respect of the other European and American states.

This is another point—nor the least important—of the World War. If England, at the end of the nineteenth century, encouraged Japan's development in order to counter-balance Russia's advance, Russia, on the other hand, up till 1914, counterbalanced Great Britain and Japan in the Far East. Now this equilibrium has ceased to exist. The preponderance of the Anglo-Japanese alliance has not yet become manifest for various reasons.

England is still suffering from the effects of the World War, and

WHEAT YIELD OF WORLD EQUALS PREVIOUS TOTAL

WASHINGTON, Sept. 3.—The world will not suffer from a shortage of wheat, in spite of heavily curtailed production in the United States, India and the collapse of the crops in Russia, it was revealed tonight in reports to the Department of Commerce on this year's wheat prospects.

Losses in these regions will be balanced by gains in others. Western Europe's yield will be 75,000,000 bushels more than last year. Experts estimated that this gain may reach 100,000,000 bushels when Poland, Austria, Germany and the Scandinavian countries report.

North America's yield is below last year, but South America is expected to produce more wheat, and thus make up the difference.

Will these efforts prove successful? It will depend mainly upon England and Japan. The readiness with which Great Britain has welcomed President Harding's initiative is, of course, of excellent omen. From many indications it appears that England begins to abandon the dangerous policy on which she has embarked after the armistice.

What does Japan think, a most disquieting riddle for the West. What does Japan think, what are its ambitions, what are its aims? Nobody knows. Japan remains silent and dumb in the midst of the peoples of the world; it looks on, observes, smiles, but never a word.

The Washington conference will not have been useless if it succeeds in unsealing the lips of this silent Sphinx.

\$1,000,000 IN MEXICO CUSTOMS FUNDS MISSING

Arrest of Three Suspects in Los Angeles Bares Gigantic Theft At Tijuana.

LOS ANGELES, Sept. 3.—A gigantic embezzlement of Tia Juana, Mexico, customs funds, involving a loss which may amount to nearly \$1,000,000, was discovered today following the arrest in Los Angeles of Augustine Antunez and Romero Breton, Mexican customs officials, and the seizure by the police of \$30,507 in gold which the two men carried in suitcases.

Antunez and Breton were arrested in a rooming house with Harry Waldrip, a 17-year-old American youth, who drove them to Los Angeles in an automobile from Tia Juana yesterday. They were lodged in the city jail on suspicion of robbery.

A few hours after the two Mexicans and young Waldrip were arrested, purely by chance, it was discovered that Francisco Fernandez, Mexican customs inspector at Tia Juana, had been missing since last Thursday morning from Tia Juana yesterday. They were lodged in the city jail on suspicion of robbery.

Despatches from Mexico City informed Police Chief Jones that warrants for the arrest of Fernandez, Antunez and Breton had been issued there, charging them with embezzlement.



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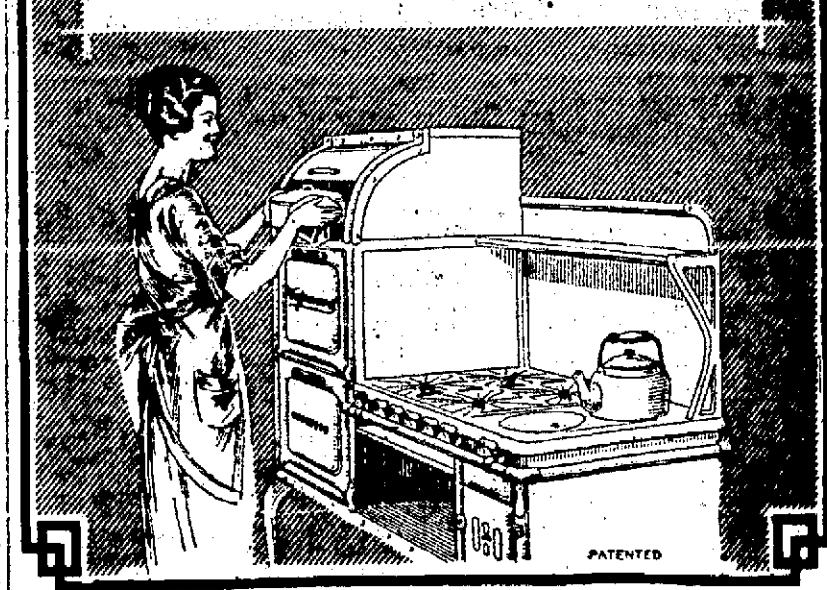
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Hotel Tailor Wrong House, She Insists
CHICAGO, Sept. 3.—Tales of the great city and the pitfalls attending the rural visitant there had made their impression upon the elderly lady. She told the taxi chauffeur to drive her to the Hotel Sherman. The bellboy conducted her to a room. Looking around, she spied a card on the wall with a schedule of prices. It was captioned, "Hotel Tailor."

"Look here, young man," said she, "take my bag right down again. I want the Hotel Sherman and no other."

It took the combined efforts of Assistant Manager Roy Nichols and several aids to reassure her.

New "Cliff Dweller" Discoveries Expected
DENVER, Colo., Sept. 3.—New discoveries of the natives of living of the "cliff dwellers" are expected to be made this summer in Mesa Verde National park by Dr. J. Walter Peewee, ethnological investigator for the Smithsonian Institution.

It is expected that Dr. Peewee will devote a large part of the coming season to new territory, and it is reported that he is confident that he will bring to light structures of the unknown race as startling as was the "sun temple" he uncovered some years ago.

If trails of American street car companies were laid end to end they would encircle the world four times.

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SUNDAY, SEPTEMBER 4, 1921

federal mint for \$1 an ounce. With the probability that operating costs will soon decrease, this should insure considerable activity in Western silver mines.

THE HEAVY CONSEQUENCES.

History is replete with stupid incidents which have had stupendous and tragic consequences. A compilation of such incidents would be flesh to the dry bones of history and clothe them in romance.

There is the disaster to the Spanish army in Morocco as an instance. If General Sylvestre had not lost his temper and stupidly given it physical expression Spain might not have had 3,000 of her soldiers killed and 17,000 captured. Some time ago several Moorish sheiks at Melilla addressed a petition to General Sylvestre, the Spanish commandant, demanding autonomy for Riff under the patronage of the Sultan of Fez and of Spain. General Sylvestre threw the petition on the ground and stamped on it. The delegation of sheiks were deeply offended. Soon after they returned to their followers the rebellion of Moorish tribesmen began to develop.

Then the Sheikh Abdel Krim went before the hot-tempered general to explain the situation and to advise him to grant what the other sheiks had asked for. Abdel Krim studied law and Arab literature at the university of Fez and practiced before the mixed court at Melilla. He belongs to the tribe of Ben Buriaghel and speaks and writes Spanish fluently.

But when he explained his visit to General Sylvestre, the latter flew into a rage and dismissed him with kicks and blows. Abdel Krim left the commandant's office bleeding from the mouth and nose. Outside the door he paused, covered his index finger with his own blood and wrote across the door the word "Vengeance" in Arabic.

Immediately he placed himself at the head of his tribesmen and aroused the whole population of Riff. He bought modern rifles and machine guns and had the men taught modern war tactics. Then the rebellion broke in full blood. General Sylvestre was among the 17,000 captured and soon was transferred to the 3,000 dead. His severed head was paraded on the point of a spear. His entire staff died with him.

Hot impetuosity, supported by a lack of common sense, brought on the Melilla rebellion. An entire Spanish army was destroyed. New armies and new campaigns are necessary to bring the Moroccan tribesmen again under Spanish control. The Spanish treasury will be heavily drained and the people taxed to replenish it. All this and much more because an untrained martinet of a Spanish general gave a stupid and unintelligent display of temper. Courtesy in dealing with the Moorish sheiks would have certainly postponed the rebellion until Spain was prepared to meet it, and it might have prevented rebellion altogether.

FOR AMATEURS.

Once again THE TRIBUNE's winter baseball tournament has been organized and is ready to open on October 9 what promises to be the most successful of many successful seasons. This newspaper is proud of the great interest taken by the youth of the Eastbay district in the winter baseball leagues which it has helped to organize and ungrudgingly and liberally fostered. It has brought the most popular outdoor sport in America and young men of every class and following together. And that sport and its following have been made cleaner and more attractive. The tournament to be opened next month will be marked by a significant change in policy and one which, we are sure, will prove very satisfactory. No professional or semi-professional players will be permitted to play on teams in THE TRIBUNE leagues. This must not be interpreted to mean that the professional and semi-professional is held in disfavor, for he is not. The professional baseball, as in every sport, is a natural and a thoroughly respectable product of amateur sports. But this rule is to be enforced for the better opportunity of the amateur—the non professional.

In past winter tournaments the professional players—and there are many who have retired from organized baseball and others who winter here after the close of the big league season—have edged into the winter league teams and crowded out the local boys for whose benefit the winter leagues were organized. This was only natural. When competition gets hot the manager is not human who does not yield to the temptation to strengthen his team. But this winter the temptation will be somewhat lessened. The professional player is out of the reach of all managers of the amateur teams. There will be the same amount of competition and healthy rivalry, but amateurs will be responsible for it. All the sixty-six clubs that have joined THE TRIBUNE winter tournament have agreed to this rule and it will be enforced. This is the object in view and it will be served.

Mr. Samuel Gompers insists quite volubly that the cost of living has not gone down. Evidently Mr. Gompers does not consult with Mrs. Gompers concerning such matters.

NOTES and COMMENT

It is not likely to be overlooked by the American people that General Wood resigned a high position in the army where his future was secure, and passed up an university presidency, which would have assured him a life of honorable ease in his declining years, to accept the governorship of the Philippines, a position that may only last through this administration, and which will entail mighty efforts of body and brain at best if creditably filled.

The advantage of electing a Governor equal to an emergency is illustrated in the West Virginia case. There may be an argument as to exactly what the Governor of that state did or has omitted to do, but there is a general understanding that there are men who, in such a position, would have prevented the deplorable mess that has resulted.

The story about the former kaiser emulating Napoleon and making flight from his haven in Holland, presumably to appear as Napoleon did and raise a standard for former subjects to flock around for a new war, was a canard, at once very transparent. But it seemed to have stirred the Dutch government to action, in decreeing that the kaiser can no longer communicate with the royalists by mail, and that his telephone and telegraph messages will be censored. Everything that happens to him seems to put Wilhelm in a more inglorious position.

That the Turkish nationalist forces which have been fighting a desperate battle against the Greeks in the loop of the Sakaria river are withdrawing toward Ankara, really, with an idea of getting that Ankara goat.

It is hackneyed, and may be unedifying to poke fun at the weather forecaster, but it could not have escaped observation that yesterday, when rain was prophesied for this region, dawned the brightest and clearest of any day that had been enjoyed for some time.

It is now nearly three years since the great war ended, at least as to the necessity for accumulating more army supplies, and the disposal of surplus supplies and equipment has been going on steadily, as we have seen from government advertisements, yet the news that a special official is now to be appointed to have charge of "war sales" suggests that much still remains. It looks as though there were no strings whatever on government buyers when the buying was in progress.

Something has been said about the woman juror and the handsome felon. Well, that may be susceptible to discussion, but it is likely to be remembered that men jurors who have sat to try handsome women, fashionably gowned and of theatrical demeanor, have not always acted the Spartan's part in returning verdicts.

A San Francisco man raised ructions when he found that two barrels of supposed whisky, which he bought, turned out to be water and he had the seller arrested. If the selling was illegal, the buying was also, and besides this, the transaction gives the victim the title of "boob." Some persons would have "let it go at that," rather than incur such consequences.

It is something new when a judge reduces alimony because the cost of living has come down, as Judge Butler of Marin did the other day. The action may be in line with efforts to get the alimony industry on a business basis. If so there is a considerable way to travel yet before perfectly equitable conditions are reached.

The taxpayer who can't get out of it may be interested in the fact that there are 43,007 veterans in California who are exempted from paying taxes on a valuation of \$2,112, 820, and 32 colleges on \$311,066. This information is merely informing, and not necessarily comforting.

There seems to be a difference of opinion about this West Virginia war. Airplane scouts saw no battle, but the militia Colonel reported heavy fighting. The latter account would seem to be the more commanding view, and it will at least be hoped that he was the nearest right.

A cable from Paris tells about a new enabbling fluid that petrifies the dead. According to accounts that have appeared since prohibition went into effect, that is a beverage concocted here. They are credited with petrifying the living.

SPIRIT OF THE STATE PRESS.

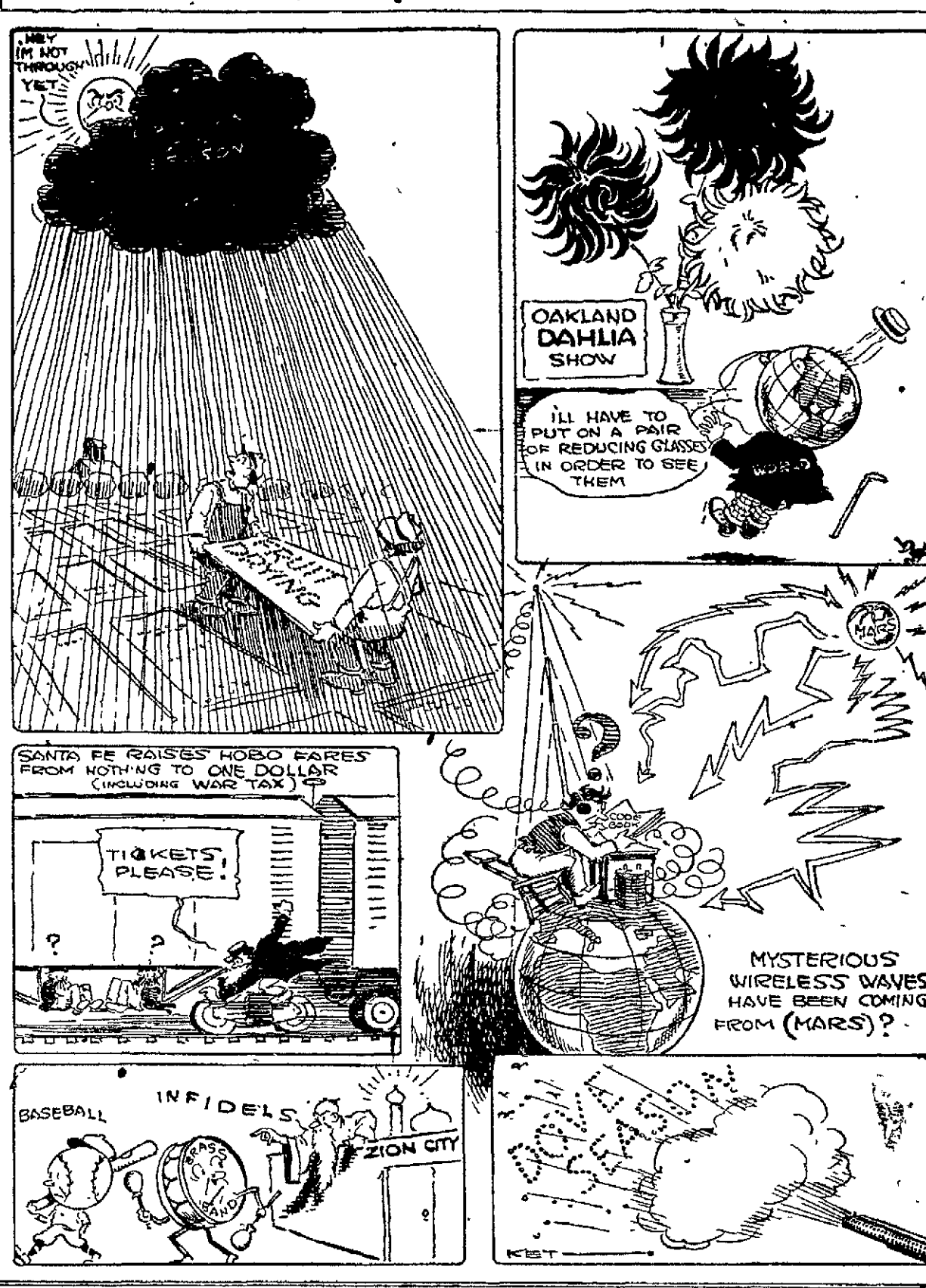
A Fresno paper prints what it declares is a "good story at the expense of the fire department." It is to the effect that one of the firemen took out an insurance policy on his person, which was kept secret by one of the city's fire houses. This is undoubtedly a funny story. But if it had been a Los Angeles fireman, no Los Angeles paper would have printed a word of it.—Bakersfield Californian.

Good for Alice Robertson of Oklahoma! She is doing the best thing possible to demonstrate the qualifications of women to be citizens and office holders. She is not for class legislation nor for class activity in politics. Especially, she is not for women acting as members of a class in their public activities. Fresno Republican.

It is said that, at Christmas time, was Caruso's custom, during any engagement as a singer, to go about the opera house with a soup-plate filled with gold coins ranging from \$5 to \$20, handing one to each person employed about the place and always accompanied by a friendly holiday greeting.—Sacramento Bee.

A much advertised "Artist" model says she is looking for the "most perfect man." Does she want brains or just fat?—Hanford Sentinel.

EVENTS OF THE WEEK.



LAND OF CONFUSION

Rapid Shifting of Situation in Pacific Russia Stimulates Desire for Accurate Information—Tribune's Special Correspondent Now in Siberia.

"The situation in Mongolia is as obscure as the plot in a Broadway musical comedy," begins an article in the last issue of THE WEEKLY TRIBUNE (New York). Generally speaking, this article is a true and accurate picture of the situation in Siberia. Although one of the most important districts in the Pacific Area in which the United States government and people are interested, there is the greatest amount of confusion regarding the political and economic conditions. Realizing the situation, and the value of accurate information to the people of the Pacific Coast regarding Siberia, THE TRIBUNE has sent Mr. Frederick McCormick, famous correspondent and author of several books on the Far East, on a year's tour of investigation. Mr. McCormick is now sending THE TRIBUNE an informing letter for publication every Sunday. The first four or five of these letters have dealt broadly with the history and geography of Eastern Siberia, and particularly that portion of the coast line which swings grandly out into the North Pacific and nearly touches Alaska. Henceforth Mr. McCormick's letters may be expected to deal in the most illuminating manner with current political, economic and business conditions in Siberia. He is on the field now, a field that he has traversed many times—with Kuropatkin in 1903-04, with the Russian commission for the repatriation of prisoners following the close of the Russo-Japanese war, as a correspondent during the period of the seizure of Korea by Japan, and again in 1917, when he followed the Red Soviet commission to Petrograd. But until Mr. McCormick gets further along his report, and others follow him for first-hand investigation, knowledge of East Siberia and Mongolia affairs will be haphazard. These few letters will continue to seem at times like a series of events.

The lively article in THE WEEKLY TRIBUNE also referred to, which is based on a statement from Chicherin, one of the leaders of the Moscow Soviet government, to the effect that "the Soviet government and the Allied Far Eastern Republic have ordered troops to defend the provision of the common front against the Japanese government in Mongolia, and utterly to crush the common foe, General Ungern-Sternberg, who attempted to enslave the Mongolians, seized their territory and threatened Soviet Russia." It is an apt illustration of the confusion in that territory. Chicherin goes on to say the Soviet government is convinced that "the common efforts both against the Communist generals and foreign exploitation will be crowned with success in the near future and allow free development of the Mongolian people on an autonomous basis through organization of the people's revolutionary troops."

Taking this statement as a text, THE WEEKLY REVIEW comments as follows: "This is Chicherin and therefore delightful, but it leaves us to seek as to the facts. By 'foreign exploitation' we take it Japan is delicately glanced at; by 'Communist generals' Ungern-Sternberg is referred to; by 'the common foe' Semenov, who seems to have once more disappeared into the Siberian muck, but who may still have to be reckoned with. We are willing to believe that there is a Soviet government of sorts somewhere in Mongolia, at any rate in the Chicherinian sense; maybe not much more than a committee, but possibly of some temporary importance through the activity of Muscovite agitators. As to the scope of Baron Ungern-Sternberg's activities, we are in the dark. One astonishing report describes him as a true successor to the role of Kolchak, directing 'armies' which are operating all over Siberia and in Mongolia. We are inclined to think that Sternberg's efforts have been confined mostly to Mongolia and Transbaikalia. One day despatches will show him badly beaten—eliminated," Chicherin would say; the next he is everywhere triumphant. The very latest despatches tell how Red troops retreating westward from Chita were overtaken near Irkutsk and defeated by the Baron; and how the Chita government has been overthrown by an uprising of the anti-Bolshevik part of the Chita population in which at least part of the republic's forces joined, and in which Ungern-Sternberg's inspiration is seen!

A little strange, for only the other day the Crane party arriving at Riga, returning from China via the Trans-Siberian, reported things fairly normal in the Far Eastern Republic; trains running on all lines; Russian standards lying on the ground; scarcity of food and other necessities; commodities at fair prices (they found plenty of food all along the railroad in Siberia); in Chita itself perfect order and no sign of discontent, money in use, private property fully recognized, the only definitely communist feature of the republic being possession of all land by the state. But, as the truth is carrying the Crane party was pulling out of the territory of the Far Eastern Republic, it was attached to a train carrying Red soldiers wounded in fighting against Ungern-Sternberg. These men declared that Ungern-Sternberg had been badly beaten. In all this talk of Mongolia, China is seldom mentioned; China, which claims to be sovereign of Mongolia. Little Hsu's expeditionary force seems to have vanished. Old Chang Tzu-lin, we believe, just before Sun Yat-sen kicked up the row on the Yangtze, was contemplating sending some of his choice Manchurians to reassert Chinese authority. What between local Soviets, Red troops, Baron Ungern-Sternberg, the Japanese (suspected of the truly in the background), and other bizarre elements, we repeat that the situation resembles the plot of a musical comedy. "The other day Japan had a special envoy at Chita, negotiating with a view, it was averred, to evacuation of the Japanese troops from the Far Eastern Republic before the Washington conference; some little matters (minimized in official Japanese reports), involving concessions and quarrels, had to be settled first of course. It is a pity the Far Eastern Republic should be overthrown just as that agreement (doubtless benevolent and beneficial on Tokyo's part) was being consummated. We take it that Count Okuma (who seems to represent the minority, but the most highly organized and still most effective body of public opinion in Japan) is glad to have the question of an agreement postponed. He says: 'Siberia is so vitally connected with South Manchuria' (South Manchuria, mind you, nominally Chinese) 'that Japan's special position in Siberia should be accorded. Japan's

What the Doctor Learns From the Pupil of Your Eye

By ROYAL S. COPELAND, M. D.
Commissioner of Health, New York City.

When you are sick and the doctor comes, he feels your pulse, examines your tongue and takes your temperature. Then he looks into your eyes. Why do you suppose he does this? Did you know that the pupil of the eye is capable of telling the doctor many things about its owner? The size and the performance of this black spot indicates much to the trained observer.

What is the pupil of the eye? It is not a patch of black pigment merely, as many persons imagine. The pupil is a hole or window in the curtain of the eye.

The colored portion of the eye is called the "iris." Sometimes the iris is blue or gray, and sometimes it is brown or black. The iris is hung in the eye as a sort of curtain to regulate the amount of light. It is made up of muscular tissue, formed of what is called a "sphincter" muscle. When these fibers contract, the pupil grows smaller. It is as if the shutter of a camera had been partly closed.

You have observed the eye of a cat, and have noted the remarkable changes in the size of the pupil. This depends upon the amount of light as well as the emotions of the animal. Of course, a cat's pupil is unlike the pupil of your eye. It is slit and not a round hole, but otherwise it acts the same. It dilates and contracts, and is rarely at rest.

All muscles are supplied with what are called "motor nerves." These are the nerves that carry to each muscle the orders of the brain and nervous centers. To the sphincter muscle of the iris then go certain nerves. One of these is called the "motor oculi" nerve. As its name indicates, it is the nerve that controls the movements of the eye. One branch regulates the size of the pupil. When this nerve is stimulated the pupil contracts.

There is another nerve called the "sympathetic." It supplies the muscle walls of the blood-vessels. When this nerve is stimulated the blood-vessels contract, and when they richly supply the iris, the dilated pupil causes the pupil to dilate.

Likewise, if anything happens to paralyze the "motor oculi" nerve, so that its control of the iris is lost, immediately the pupil becomes widely dilated, and it remains big. Emotion causes stimulation of the "sympathetic" nerve and shows its effects by dilation. But in this case the enlargement of the pupil is temporary.

Every change in the quantity of light striking the eye affects the size of the pupil. When the eye changes its focus from distant vision to near vision, or vice versa, there is a change in the size of the pupil. Where the eye is totally blind the pupil is unaffected by light or by efforts at focusing. If the iris remains stationary, on exposure to light and shade or on focusing, even though sight be normal, there is something wrong with the owner. One common example is called the "Argyll-Robertson" pupil. In this condition the pupil does not respond to light and shade, although it does to distance. Likewise, in certain other diseases of the nervous system, and in brain disease and brain tumors, the pupil is affected.

In inflammation of the iris the pupil may be filled up by the products of inflammation. Just as an exudate or "callosity" is produced in a broken arm, a glue-like mass is thrown out in iritis or inflammation of the iris. The size of the pupil is affected by certain drugs. It is made large by atropine or belladonna, and made small by opium and morphine. These are a few of the things the doctor learns from the pupil of the eye.

TODAY 20 YEARS AGO

It is reported from Washington that Uncle Sam may act as peace maker between Venezuela and Colombia. An ordinance was introduced last night, which if passed will place a graduated tax on all men engaged in the business of buying and selling any goods to the extent of more than \$1000 per quarter. The report of Librarian C. E. Green shows that the number of borrowers since August 1 was 12,664. Street improvements were discussed by J. P. W. Soist at last night's meeting of the Merchants' Exchange.

WHAT IS DOING TODAY

County Kennel club bench show, Idora Park. Flower show, Hotel Oakland. Veepers services, Mills College, 7 p. Benefit Jewish Relief concert, Ahmets Temple, evening. Half hour of music, Greek theater, U. C. 4 p. m. Municipal band concert, Lakeside Park, 2:30 p. m. Lafayette Club picnic, Shellmound Park. Fulton—The Cave Girl. Century—A Pair of Sixes. Pantheons—Good Night London. Auditorium—Four Horsemen of the Apocalypse. Orpheum—Over the Hill. American—Without Benefit of Clergy. Kinema—The Devil to Pay. Franklin—The Great Moment. T. A. D. at the End of the World. State—Nobody's Kid. Broadway—Monroe Salisbury. Lake Merritt—Boating.

EVENTS FOR TOMORROW.

Macabees hold picnic, Alameda Park. Fair Seaside picnic, Shellmound Park. Flower show, Hotel Oakland. Jr. O. U. A. M. and D. of A. picnic, Grand Canyon park. Rev. Robert Whitaker speaks, T. C. A. Berkeley, evening.

HARDING'S SALE YEARS IN THE WHITE HOUSE, STIRRING

Great Achievement Said to Be
Calling Disarmament
Conference.

By ROBERT T. SMALL.

LEAD BY WIRE TO TRIBUNE.

WASHINGTON, Sept. 3.—(By Associated Press.)—The President's sale of the White House, which has been a subject of much discussion, is now being discussed in the White House. It is a subject of much discussion, and the President is now being discussed in the White House.

It has been a period, the President feels, of achievement, and likewise, perhaps it has been a period of some disappointment. Speaking frankly, Congress has been a disappointment to the President. When he called the Senate and House together in extra session last April he saw no reason why they should not enact the legislation expected of them and get away from Washington by July 15. But Congress staid in session today, nearly five months after the opening of the session, with the main task still before the Senate and little change in the legislative program in the way of taxes, tariff legislation will be accomplished before the snow flies.

TROUBLE WITH CONGRESS.

Going into the White House with an almost sacred regard for the three legislative branches of the government and determined that he "could not interfere" with them in any way, President Harding has found it necessary several times to set Congress on the right path and has had almost continuous trouble in keeping it there.

The chief magistrate job of the nation has been a series of surprises to Harding. At times he has been disappointed in the results of his efforts, and at times he has been surprised by the results of his efforts.

Only this week, however, the President has expressed what is in his mind in a most striking manner. In the heart of most of the American people.

GREAT ACHIEVEMENT.

While to many minds the great achievement of the President's first half year in the White House will always be his calling of the disarmament conference, now in the city in November, when it is possible that a new relationship may be established among the nations that will always hold the world in initial success to have been his ability to bring to his own service and to the service of the nation, many of the ablest men of the country.

In the selection of these men the President was affected by no narrow prejudice. This is shown by the fact that with the single exception of Senator Hiram Johnson of California, the President sought the services of every man prominent in the country. The President's selection of Charles Evans Hughes as secretary of state, until the very close of the campaign, was a decision which was the possibility of a sudden switch to Hughes.

REWARDS OPPONENTS.

There is Herbert Hoover, as secretary of commerce, given as wide a latitude for personal achievement as ever bestowed upon any man.

There is General Leonard Wood as commanding general of the Philippines.

There is Will H. Hays as postmaster-general. Powerful factors were at work in the selection of the nomination of Charles Evans Hughes as secretary of state.

To complete the list, is Governor Lowden of Illinois, who was offered the post in the Harding cabinet, but declined.

Somewhat, in a sense, appropriate, referred recently to Harding as a "Babe" Ruth in the White House. The Babe Ruth of politics, he has out so many political opponents. There was also the comment that while occasionally Babe Ruth might swing out, his swing for the season was always high.

As "Homers" this commentator referred to the appointment of Charles Evans Hughes as secretary of state, and to the appointment of General Wood to the cabinet, and to the appointment of Governor Lowden to the cabinet, and to the appointment of Governor Lowden to the cabinet.

COURAGE REFERRED TO.

He referred to the bravery of the President in going boldly before Congress and stopping at this time the soldier's bill which Secretary of War Dugess had introduced, and the national finances and he also referred to the calling of the disarmament conference.

While the speaker which has greeted his "homers" has been gratifying to the President, he has devoted the greater part of his time to less spectacular but nevertheless important tasks. The President has spent long and earnest hours over the business conditions of the country, striving to bring about a solution of the manifold problems which have confronted the administration and the nation. He summoned to Washington in a series of conferences the leading bankers of the east and the west, not hesitating to call to the White House some of the "ogres" of the Wall Street district.

In further disregard of the political traditions of "keeping clear" of "big business," President Harding called the chairmanship of the shipping board to the head of the Standard Oil Company of New Jersey. Such an act on the part of a chief executive a few years ago would have been regarded as a political harlequin of the surest and swiftest sort.

BILLS STILL HANGING.

Congress has not been playing the game with the President. The President wanted tax legislation before the permanent tariff bill was taken up. Perhaps he did not assert himself strongly enough at first, but he already stated his intention to appear in the role of dictator to the legislative branch. The House delayed the entire legislative program, and the Senate will reverse the order, but the damage of the great delay already is done.

The President wanted Congress to pass the bill giving relief to railroads, feeling that railroads claims at this time would throw millions of dollars into industry and start the wheels of industrial rehabilitation. The present record found the bill still in the Senate.

The President wanted the bill for the refunding of the allied debt passed quickly, hoping that it might

Reminiscences of Alameda City Once Sold for \$14,000

By T. G. D.

The assessed valuation of Alameda for the present year of 1921 is \$25,617,466; yet well within the span of a human life the site of the entire city was purchased for \$14,000. And that it was at such a bargain price to enrich the purchasers, thirty years later one of the purchasers, Gideon Aughinbaugh, died a poor man. At the time of his first purchase his inhabitants consisted of a half dozen French woodchoppers. The census of 1920 shows a population of 28,860 souls. It is known to be more than 50,000 now. Its increase in population has been in keeping with its development in wealth.

I know of nothing more romantic in the country's progress than the simple story thus told. Few instances of the state's development can be so concisely told. I know of no other where the value of a defined city area was determined by the assessors at the outset, and thus can be compared with the to-day value of the same area as determined by the assessors.

It affords a striking and comprehensive illustration of the progress of the country, for, of course, Alameda is by no means an exception.

Alameda is a part of the Peninsula grant, the history of which is in itself almost a romance. The story of the grant is a story of the progress of the country, for, of course, Alameda is by no means an exception.

About the year 1820 Luis Peralta, who had been a sergeant in the army of the King of Spain and had received some sort of distinguished service, received a grant of land in the far-off and not very well known province of Alta-California.

NOTHING BUT LAND.

The country had not been surveyed and marked off in sectional checkerboard fashion, but domain therein was designated by miles and bounds in leagues it was more or less. There was nothing but land in the country, and the land was owned by the very men who had brought them to their hides, and a few thousand acres "more or less" was the domain of great men.

The domain of Luis Peralta was bounded on the north by San Pablo creek, on the south by San Leandro creek, on the east by the range which came to be known as the Coast Range, and on the west by the range which came to be known as the Coast Range.

It will thus be seen that this grant embraced the entire of the transbay communities up to the San Leandro limits of the town of San Leandro. Luis Peralta died in the year 1851, leaving four sons and several daughters and several grandchildren. His last will and testament was filed for probate in Santa Clara county, as all this region was of Spanish-American reorganization, a part of that country.

He bequeathed to the sons the vast land estate, and a small homestead and some personal effects to the daughters. His will is in the Spanish language, and the part which relates to the real estate translates as follows:

"I do declare that these lands comprise all my property of the Rancho de San Antonio, the title of which concession and possession is in the hands of my son Ygnacio, and which I have divided among my sons as a donation in view of their entire satisfaction, and which donation by these presents I do hereby ratify."

WHERE OAKLAND STANDS.

That part of the grant which comprised the entire of the transbay communities up to the San Leandro limits of the town of San Leandro, and the country intervening to San Pablo creek, to Dominguez Peralta, that which constitutes Alameda to Antonio, and the country intervening to the Encinal of Alameda and the original Oakland site to Ygnacio Peralta.

The will was contested by the daughters, which contest seems to have been inspired by outside persons. It was set up that the father had been insane at the time of making the will. A decision was rendered in favor of the daughters, which was appealed from, and which the supreme court reversed, remanding the case for a new trial.

But the litigation gave opportunity for what came to be known as the Sisters' Title, and resulted in the long reign of squatter usurpation and contested titles.

There were men who made it a business to "squat." The sisters and their descendants, without apparent knowledge much about what they were doing, were selling their rights to lands which they had never claimed, and the exact location of which, even they may have been ignorant of, for whatever sum was offered, bounting them to take the purchase money if he could, and if possible drive off the possessor who had obtained a more regular title, or force terms upon him. Some times these terms would be a deed to a portion of the land in dispute.

Of great interest are the stories told by old settlers of the doings of these squatters. One narrative, told me by the late Stuart Taylor, was of a professional squatter appearing before his mother's house on High Street with a squad of vaqueros, of which there were many of the slender character in those days. The squatter ordered the occupants of "his" land. The occupants refusing to vacate, he ordered his vaqueros to hitch up and their riata, which they did, and have a reviving effect upon our lost foreign trade. But nothing definite has been accomplished. The President wanted tax legislation before the permanent tariff bill was taken up. Perhaps he did not assert himself strongly enough at first, but he already stated his intention to appear in the role of dictator to the legislative branch. The House delayed the entire legislative program, and the Senate will reverse the order, but the damage of the great delay already is done.

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MAKES HARD FIGHT.

As a hard fought treaty, that will be for history to say whether the German-American pact just signed at Berlin has been an achievement. There has never been another treaty like it.

The President has made a brave fight for government economy and for departmental reforms.

Personally, President Harding has been gracious and amiable to a marked degree. He has good naturedly allowed himself to be photographed, time without number. The President has been a play for popularity, but another act the President felt would give some bit of pleasure to the thousands who come to Washington every year.

THE COUPLE WERE MARRIED ON October 20, 1920, and the rising tide of popularity that drove Mrs. Enos from home on August 31, 1921.

Prohibition may be a matter of law, but it is not yet a matter of fact in the home of Mathias Enos, declares Mrs. Eliza Enos. Because it is not the fact, she is forced to join the fight for divorce against him today.

Enos, his wife charges in her complaint, while not excessively addicted to liquors with a recoil in him, like them with his meals. Also, he is convivial and does not like to drink alone. Mrs. Enos points out that she is inclined to prohibition but, in spite of her opinions and preferences, she was forced to join Enos in his wine imbibing at every meal. Therefore she prays the court for relief from the mental and physical anguish which she has been made to suffer.

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BITTER BITTES FOR WAR-SEIZED PROPERTIES SEEN

John Francis Neylan Promises to Spring Sensation in Honolulu Claims.

HONOLULU, Aug. 27.—(Continued from page 1.)

Litigation looking to one of the most gigantic uncompensated seizures since the war caused seizures, sales and impounding of enemy alien properties, happens in Honolulu on behalf of Mrs. Helen Lewis Loehner, who last week returned from Germany.

Mrs. Loehner is represented by John F. Neylan of San Francisco, who left Wednesday for the coast, after going over certain phases of the case and leaving a statement in which he declared that his client had nothing to do with the proposed action looking toward the dissolution of American Factors and the rehabilitation of the German Empire.

"Mrs. Loehner's case is a plain ordinary lawsuit against the Trust Trust Company, to enforce the performance of the duty of that corporation as trustee under the will of Otto Ernst Loehner."

Trust Trust Company acts here as representative of the Alien Property Custodian.

When the trust estate, of which Mrs. Loehner is the beneficiary, was delivered to the Trust Trust Company, as trustee—not as alien property custodian, but as trustee of 1918. It was in proper condition and was earning an annual income of from \$25,000 to \$30,000, conservatively.

DAMAGES EXPECTED.

"Totally, insofar as we know, more than \$135,000 has been lost during the trusteeship of the Trust Trust Company. Naturally we are going to demand restitution and damages," continued Neylan.

"This is a plain lawsuit between the Trust Trust Company and Mrs. Loehner, an American citizen. She was born in Hawaii, sixty-seven years ago, and is asserting her rights as an American."

In this connection, Mrs. Loehner's case parallels that of Mrs. Von Bernstorff, wife of the former German ambassador, at a time when the United States was an American woman and who was awarded, recently, over a million dollars' worth of securities held by the alien property custodian.

But as to the other phase of the case:

"The statement that the Loehner property was delivered to the Trust Trust Company as trustee, is untrue," declares Richard H. Trent of the Trust Trust Company. "This is a matter of court record. These properties were delivered to us, in full and sold by us as agents of the alien property custodian, of which we were the principal depository in the territory."

When the speakership episode had become history, Manuel Herrick, jumped for a little while into relative obscurity, but an epidemic of beauty contests in Washington, the nation's newspapers and social organizations, brought him again to view. He fathered a bill to make beauty contests illegal, alleging that girls were being seduced and that such contests lured them to the stage and to the "clothes of immoral multi-millionaires and other enemies of the sanctity of the home."

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Congressional Lochinvar DefiesirateHusbands

By LEE LEWIS.

BY CONSOLIDATED PRESS. LEAD BY WIRE TO TRIBUNE. WASHINGTON, Sept. 3.—When Manuel Herrick, the best-known young Lochinvar in Congress, came out of the West a few months ago, it was with the intention of starting something. Manuel Herrick can now look back on his brief career as a legislator with proud satisfaction for he has started something "new and grand."

For one thing, he has the unprecedented distinction of having been the first and only member of either house to date to start a beauty contest in the nation's capital, with himself as the prize. His starting of a crusade against newspaper beauty contests while incidentally running one of his own, has attracted wide attention, and escapes from rumors about rate fathers and husbands and difficulties with his former landlady, have endeavored the drab days of the Congress.

LIFE HISTORY BRIEF.

Often times the pages of that prosaic publication, the Congressional Directory, give some very good inside stuff on the hopes, fears and ambitions of budding statesmen. Some of the best stuff is reported in the biographical section of that book a most judicious account of the career of a man who, evidently, shows no reflected light but who is a real thing in his own right.

The record covered approximately two full pages and recounted at great length the distinguished man's struggles and triumphs until he had office and signed statement apologizing for having turned over his letters to the postal inspectors and that he had given them 25 cents to buy ice cream and turned them back to him. The record came on August 30 when the husband of one girl and the father of the other made an attack in force upon his office and Herrick saved himself from being seized by the intervention of one of his colleagues. It developed that two women detectives of the Washington police force had visited his office unannounced, the girls, Herrick then retained detectives of his own.

Herrick has unbounded confidence in his own abilities, and some of the letters he has sent to Washington give evidence of the fact that within seven years he is going to be President of the United States. But the Oklahoma delegation is not so keen about his prospects, and President Harding is said to have conferred with some Oklahoma men as to what should be done about the errant Congressman.

HERRICK APPEARS.

Herrick also asserted that two pretty Washington young women, one of whom is married, had come to his office and signed statement apologizing for having turned over his letters to the postal inspectors and that he had given them 25 cents to buy ice cream and turned them back to him. The record came on August 30 when the husband of one girl and the father of the other made an attack in force upon his office and Herrick saved himself from being seized by the intervention of one of his colleagues. It developed that two women detectives of the Washington police force had visited his office unannounced, the girls, Herrick then retained detectives of his own.

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Firm Gives Staff A Two-day Outing

The Jackson Furniture Company, receiving an annual custom that was discontinued during the war period, has this year invited their force of 175 employees together with their friends and relatives to a two-day outing, extending over today and Labor Day.

The party will leave Oakland this morning by auto, the caravan going by way of the new scenic highway to Boulder Creek. Here they will be the guests of Mr. and Mrs. L. W. Jackson, their summer home around the redwoods. This return trip is planned to take in the orchard section of Saratoga and Mountain View, arriving in Oakland early tomorrow evening.

Let the star writers say, the fact remains and can't be gotten away from the fact that Herrick has been in Washington since February 25 and in all that time he has done no running after women in the sense that the term is commonly understood to mean. Second, he employs no women clerks in his office but on the other hand has a full force of men clerks and that he has about a peck of replies from the sly and glib girls which they sent in answer to his decree letters that he sent out in order to gather evidence in behalf of his bill. He declares the Social Hygiene Moral Reprehens and Moral Lepers to prove by any evidence worthy of a moment's consideration in a court of record any signed statement apologizing for having turned over his letters to the postal inspectors and that he had given them 25 cents to buy ice cream and turned them back to him. The record came on August 30 when the husband of one girl and the father of the other made an attack in force upon his office and Herrick saved himself from being seized by the intervention of one of his colleagues. It developed that two women detectives of the Washington police force had visited his office unannounced, the girls, Herrick then retained detectives of his own.

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BETTER LIBRARY BUILDING URGED FOR BERKELEY

Block Built in 1904 Outgrown and Facilities Swamped, Says Librarian.

BERKELEY, Sept. 3.—The city has completely outgrown present library facilities and the erection of a new central building is needed, according to the annual report of Librarian C. D. Joekel.

"It may be conceded without argument that a building erected at a cost of \$40,000 in 1904 for a city of less than 20,000 people is in 1921 wholly inadequate for a growing city of 60,000 with a library system the work of which is increasing at the rate of 100 per cent every six or seven years," is Joekel's statement in his report.

A total of 25,504 registered borrowers are enjoying library privileges with 53,516 books to choose from. Since the last annual report year show an increase of 20 per cent over the preceding year, while but 6224 new books were added, states Joekel.

In the circulation of books for home use 448,700 volumes changed hands, an increase of 11 per cent over the last year. Of the books loaned 62.9 represented works of fiction.

Total revenue for the library for the past year reached the sum of \$52,614.82, of which \$49,075.36 came from the tax levy of 8 cents on \$100 of assessed valuation and the remainder from cash receipts. Last year's tax levy of 8 cents, or a cent in excess of the previous year, provided for an increase in salaries.

The cost of circulating each volume in the library was 11.8 cents last year, as compared to 10.5 cents the year before.

Misrepresentation Is Charged by Purchaser

Charging that N. S. Engelbret and his wife, Berkeley conference artists at 2643 Ashby avenue, misrepresents the value of the equipment in their store and the profits from the business, Mrs. Hilda Jones has filed a suit for \$2500 damages.

Mrs. Jones, who says she is a widow, and is sometimes known as Mrs. Tom Jones, declares she was told the daily receipts would be more than \$40, with profits of from \$10 to \$15 a day, but that she discovered after taking over the place on August 20 last that the receipts were only from \$23 to \$25 a day, with not enough profit to pay the overhead expenses and that the fixtures and equipment instead of being worth the \$25,000 she paid were worth only \$5000.

Every Bone Broken In Body of Suicide

SAN FRANCISCO, Sept. 3.—An autopsy performed by Dr. John Clark developed the fact that H. M. Barger, cigar dealer, who committed suicide early today, had nearly every bone in his body broken. Acting upon this information, Detective William Harrison visited the hotel where he resided, at 233 Eddy street, and after an investigation concluded that the man had thrown himself from the fourth story window. There was not a mark on the body, leading to the assumption that death had been due to poison. Barger was 60 years old and had worked over the raising of his store rent.

COURSE IN DRESSMAKING. The Community Club is preparing a special course in dressmaking to be given at Technical High School under direction of Carolyn Stone. Enrollment will open Tuesday evening, September 6, at 7:15 o'clock.

Music and Musicians

Composers' Night of Chief Interest

By ROY HARRISON DANFORTH

Arrangements are being rapidly perfected for Berkeley's Music Festival, September 15-17, at the Greek theater, and one of the most ambitious programs of its kind given in the bay region is promised by Gilbert Stille, director of the event, and Secretary Charles Keeler of the Chamber of Commerce.

Particular stress is being laid by those in charge on "Berkeley Composers' Night," the second evening of the festival, when talent of the bay section will be displayed in a program of unusual interest.

Some interesting surprises are planned for the festival, in the form of demonstrations by school children under Miss Victorine Hartley, supervisor of music in the Berkeley schools. A kindergarten orchestra, made up of tiny tots, playing on home-made instruments, will be one feature of this program, while another will be the singing of their own compositions by a class of second-graders.

The seat sale for the festival has been thrown open to the general public, a box office being erected at University and Shattuck avenues in Berkeley. More than 200 Berkeleyans have sponsored the event by purchasing patrons' tickets.

For the three nights of the festival the Greek theater will be transformed into a gala affair with banners and flags. Special lighting features are planned.

NEW LEADER WILL SUB FOR STEINBOCK

In the absence of Paul Steinbock, who is scheduled to judge the musical contests at the Sacramento State Fair, A. Arfoll will conduct the musical part for the regular Sunday concert this week.

The program runs from "Near Deer" to "Rigoletto," and includes selections from "The Count of Luxembourg," a Strauss waltz, and two new compositions just out of the foundry where they make popular music. The following is the program:

1. March—"Near Deer".....Del Castillo
2. "Star-Spangled Banner".....Hesslee
3. Waltz—"New Vienna".....Strauss
4. (a) "The Star Dancer".....Ragland
5. (b) Wedding of the Rose.....Verdi
6. Grand Fantasia "Rigoletto".....Verdi
7. Overture—"The Girl on the Cliff".....Hesslee
8. "The Girl on the Cliff".....Hesslee
9. Selections from "Luxembourg".....Lear
10. Two Popular Numbers.....Traveler
11. (a) "Blue Jean" (new).....Traveler
12. (b) "There's a Girl in the Fair".....Kulshammer
13. March—"Democratic Revue".....Neil Moret

LEMAIRE TO GIVE SERIES OF RECITALS

Jedwin H. Lemaire, the famous organist who recently resigned as Municipal organist of San Francisco to accept a similar position in Portland, Maine, is a guest at the Hotel Oakland, where he is residing prior to his departure next week for Portland.

En route to the Atlantic seaboard, Lemaire will give a series of organ recitals at Syracuse, Detroit, Chicago, Cincinnati, St. Paul, Duluth, Wisconsin university and Northfield college. On October 20 he will give his first recital in his new domicile, Oakland, where he has made several new compositions during his stay at the Hotel Oakland, speaks highly of the musical appreciation and de-

Those who are assisting in arrangements for Berkeley's festival. MRS. RALPH WALDO TRINE (right), who will read, and MISS VICTORINE HARTLEY of the Berkeley schools. Below, CHARLES CADMAN, composer and pianist.



Mrs. Trine, right.

Miss Hartley, left.

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FIRE, WAR, FAMINE HAVE MADE POLAND CHEERLESS WASTE

Formerly Well Ordered Acres No Longer See Plow; Relief Measures in Russia.

(The author of the subjoined despatch is the only American correspondent who succeeded in going from Warsaw direct to Moscow. The trip took her fifty-four hours, the roads being clogged by the caravans of Polish refugees. Miss Strong made the greater part of the journey in a box car.)

By ANNA LOUISE STRONG
Special Correspondent Universal Service
(Copyright, 1921, by Universal Service)

MOSCOW, Sept. 3.—In course of my arduous voyage from Warsaw to the soviet capital I found that Poland is also, grievously stricken by the shortage and epidemics. Hundreds of Polish refugees camped on the trail. Fire had partly wiped out numberless villages, and there are areas, formerly prosperous and well ordered, that now present a desolate wilderness. Thousands are without shelter and food.

There is no chance of land cultivation for there is no agricultural machinery. There are parts where no plow has been seen in years. The quarantine headquarters at Baranowicz capable of accommodating 4000, is now swamped by 12,000 men, women and children. Russia was in fair condition until last year, when the great drought set in, but living was still possible there. This year it is practically impossible.

All Russia is praying for rain but no rain has come. The withered branches are symbolic of the indescribable plight that has stricken at least a hundred million people and from which there seems to be no salvation. Humans and animals are dying like flies.

The populations of whole villages are fleeing to Siberia.

The food rations, meager as they have been for some time, are smaller and smaller. There is no discrimination. Everybody gets the same.

From Minsk to Moscow I was fortunate in traveling on a fast special train, carrying mostly repatriation officials and doctors. The train had the long forgotten luxury of a buffet car, and there was free tea for all passengers.

All along the route we could see huge posters advertising shows and sales for the benefit of the plague and famine sufferers. Swarms of barefoot boys, clad only in a single garment, are working tirelessly and enthusiastically collecting help for the poster districts.

On the train the sole topic of conversation was, of course, the famine and its effect on the people. All agreed that the Russian population is now at a remarkable stage of endurance. Workers are donating part of their wages to the famine sufferers. The peasants in the Jara district, where the harvest was fairly good, have donated 40,000 pounds of potatoes, which constitutes their entire surplus. All they asked in return was salt, of which there is a great shortage, and a few clothes.

WOMEN LOSING JOBS THEY HELD DURING WAR

By RALPH F. COUCH
United Press Staff Correspondent
WASHINGTON, Sept. 3.—Women are losing ground in the fight with men for jobs in general industry, reports show. The Department of Labor today showed. Only in clerical positions are they holding their own.

Nearly 600,000 women and girls are enrolled in the United States army of jobless, reports showed. The nation's women, drawn into men's jobs by hundreds of thousands during and after the war, now are rapidly demobilizing. They are going back to the home, the desk or the schoolroom and into positions where they will not compete with male bread winners, according to the best information obtainable by the government.

In clerical positions and lighter forms of work suited to their strength, women are continuing to obtain and occupy positions as before.

particular week. It is a demonstration of the policy of music in order to impress upon the people the value of music in the community life.

Music week will reach all corners of the city. It will find its way into the stores, shops and factories and the big industrial plants. The schools will be another big center and concerts of all kinds are planned for the streets and public parks.

WILL SHOW ART

Jacob Adler, a pupil of Leopold Auer, will play before a select group of musicians at Tamalcraft home, 2740 College avenue, this afternoon at 5 o'clock.

Following the concert, the regular series of promoting a social hour will be concluded by a special hour. Midway will appear under the auspices of the Tamalcraft in a series of concerts soon.

DEPENDABLE X-RAY PAINLESS DENTISTRY

Est. 1896 Save 60%
WHY PAY MORE?
\$25.00 PLATES Now\$10
Best Made \$10 PLATES Now\$5
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PYORRHEA TREATED—
per tooth\$2
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GAS GIVEN

For over twenty-five years Dr. Anderson has led all competitors in the high-class, Dependable, X-ray at lowest prices. Over 200,000 satisfied patients in California.

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System of Dependable Dentistry
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Over Owl Drug Co.

Y. Oakland Days

(Contributed by Oakland Pioneers—No. 50)
THE CREEK ROUTE IN EARLY DAYS (NO. 1)
By HENRY MALOON

Before the Seventh street, or so-called "local" railroad, commenced operation in 1863, the only communication between Oakland and San Francisco was by what was known for many years as the "Creek Route," now known as the Harbor Ferry.

With the various rail and steamer lines now operating, the boats carrying two or three thousand persons with ease and rapidity, it is hard to realize that at one time a single steamer, the Clinton, hauled all the transbay traffic. There are but few old-timers living today who can recall the Clinton and the United States steamer, the Mary, which sometimes lay in the bay channel, off the entrance of our Oakland harbor, apparently guarding the inner shrine of the Bay from outer invasion.

Let us take a step back into the past and visualize the scene of a Sunday morning trip in the "fifties," commencing at the San Francisco side and leaving the old ferry landing.

The last bell has rung as we rush aboard a small steamboat, the Clinton, which lies at its regular landing, at the corner of Davis and Broadway streets in San Francisco, for a trip across the bay to the town of Oakland and Captain James' "All aboard!"

The old-fashioned gang plank is hauled in, the ropes cast off, two bells are rung, the walking beam goes up and down, the wheels commence to churn the waters, and the little steamboat backs from the pier into the open waters of the bay, swings around, points her bow toward the eastern shore, three bells are rung in the engine room and we are off on our trip to Oakland.

The Clinton was a small, side wheel steamboat about 90 feet long, with boiler, engine and cabin on the lower deck. The cabin was located at the rear of the boat. The crew consisted of captain, engineer, fireman and two deck hands.

Down along the waterfront we steam, passing through a large fleet of sailing vessels lying at anchor, whose crews had deserted them in that mad rush for gold on the banks of the upper Sacramento. We pass the United States Ship St. Mary lying at anchor at the foot of Sacramento street, with guns pointing at the sandbag fort at the corner of Battery and Sacramento streets—then the water's edge—occupied by a time had control of the city government, and pass Yerba Buena island, with

its single occupant, Captain Jenkins, who was raising goats and chickens for the San Francisco market.

As the steamer speeds along, we see thousands and thousands of wild ducks, the great Pelican, and hear the honk of the wild geese, all of which seem to be entering their protest against the advance of civilization. About a mile off shore from where the Alameda ferry landing now is, two piles project from the water bearing a box on the top. This indicates the bar which obstructs the entrance of San Antonio Estuary, with barely three feet of water at dead low tide.

The boat now slows down while Portuguese Joe, the deckhand, takes a rod lying on the deck, stands at the bow, places the rod over the side, and calls to Captain Jake in the pilot house, "Seven feet sir." Again he sounds, "Five feet sir." Again "Four and a half sir."

The boat draws four feet and the engine stops. Slowly drifting ahead, the depth is sounded and cries "Five feet sir," then "Six feet." The bell in the engine room rings to go ahead and a sigh of relief goes up from the passengers on board, for well they know to get stuck on that bar on the outgoing tide meant four hours of life wasted.

We are now sailing up the San Antonio estuary. On both sides are mud flats as far as the eye can reach, with thousands of wild geese, snipe, curlew, plovers, gallinules and here and there the tall crane, and the wild swan searching for food on the sandspits or flats. A shot from a revolver is fired. The sun is almost obscured and the noise deafening as they rise in flight. Standing on deck we look as far north as the Potrero hills and not a single wharf, house or sail is in sight. To the south all is an unbroken expanse of water, with the exception of a small island standing on the point of the Alameda side, afterwards called "Birds' Point."

(To be continued.)

TO QUIT U.S. POST

SAN FRANCISCO, Sept. 3.—William H. Tully, assistant U. S. attorney, who will complete his term of office on Tuesday, today resigned after two years' service. He was appointed under Mrs. Annette Adams, and later also served under U. S. Attorney Frank L. Sullivan, Tully announced that he will be associated with the firm of Sullivan, Sullivan and Roche.

JEWEL THIEF SENTENCED

SAN FRANCISCO, Sept. 3.—Ludwig Hall was sent to San Quentin for an indeterminate sentence by Superior Judge Ward today for theft of jewelry from K. Komatsu, 1344 Buchanan street, on April 17. The court learned that Hall had been on probation for crimes committed in Los Angeles and the state of Washington.

Inhalation of nitro glycerin fumes leads to violent nausea, and has frequently been the contributing factor in aiding in the apprehension of safe burglars.

An Inspiring Side Trip For State Fair Visitors

Make Your Trip Doubly Profitable

See this

striking cross-section of diversified development of the great interior valley of California, the sort of soil and climatic conditions, with marketing advantages, that is making a veritable garden-land as a setting for American homes.

JUST fifteen miles down the river from

Sacramento—but a half hour's exhilarating spin along a paved highway, you reach Clarksburg, the town shipping point for the 26,000-acre Holland Land Company tract.

As you bowl over miles of graded roads, past fields of beans, celery, alfalfa, potatoes, sugar beets and orchards, you can enjoy the vista to the full, for you won't be importuned to buy.

We want people to see our land

whether prospective buyers or not—for we know they'll tell others about it, usually in terms more enthusiastic than our conservative policies permit us to use.

If some who come to look shall stay to live, we'll be gratified, of course—and there are several thousand acres of high-class land still to be had on terms of one-tenth cash and ten annual payments at 6 per cent interest.

This land is free of lease for immediate location. Now is the time to select your tract before new leases are made

Your trip to the State Fair will be rightly rounded out when you get a glimpse of this big piece of Sacramento back-country, containing some of the record production soil of the Sacramento Valley.

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Make the trip from Sacramento at our expense

Just ring up Main 183, Sacramento, on arrival, or call at our office in Sacramento on the seventh floor of the Capital National Bank Building, corner of J and 7th streets. You'll incur not the slightest obligation.



Do You Like Trees, Sunshine and Fresh Air?

If you do, the place for you is in one of the suburban or rural districts of the Eastbay region. Balmy climate, good schools and other city conveniences, rapid transportation and fine auto roads have attracted many city workers to these districts.

For a real home of the permanent kind that home-loving folks build, where the children have plenty of room for play, where mother can keep a few chickens and father can work around in the garden, look in the Classified Columns today and Wednesday, under

COUNTRY REALTY
And under such suburban headings as
SAN LEANDRO

BUILDING SETTLEMENT HELPS LAND

By PAUL GOLDSMITH.

The real estate market has been quick to feel the effect of the practical settlement of the building trades deadlock of the past months.

While it is true that many things that depresses building depresses the price of real estate, and that when building is checked and retarded real estate prices fall in sympathy with the reduced demand and that there is the time for bargain hunters to buy, it is equally true that buyers become skeptical and hesitate to take advantage of even the admittedly low prices. The deadlock over the conditions in the building trades has not only checked building, but it has checked buying, and real estate, no matter how low the prices people like to buy on a boom.

THE BARGAIN HUNTER.

But the real bargain hunter has had juicy picking in the last few months. Those who were willing to shop for real estate bargains with the same industry and intelligence that a woman shopper displays in the looking for bargains in household goods, have been amply rewarded during this period of depression.

But the breaking of the deadlock has had an immediate effect upon the general real estate market. A feeling of confidence has returned. The man who was figuring upon a real estate deal in business property feels that he will now be able to have his improvements made. The man who wanted to build a home in order to dodge rent feels that he will now be able to get that home constructed should he buy a lot.

THE HOME BUILDER.

But Capwell is building on Broadway because John Smith and Ed Williams and Robinson and hundreds like them are building homes in East Oakland, and Berkeley and Alameda, and on through San Leandro and Fremont. They are not building on Broadway if it were not for the multitude of home builders on the outskirts. The real estate agent who sells a lot to a home builder does as much or more for the community as the agent who makes a deal involving fifty or a hundred thousand dollars on Broadway. It is the home behind the business center that makes the business world have a tremendous effect upon real estate. Possible buyers have been waiting for the building market to get going, and the cheerful realtors were forced to admit that "things are quiet."

But there was an entirely different feeling at the semi-monthly luncheon of the Real Estate Board on Wednesday. Everybody seemed to think that with the return of building activity there would be a return of an active real estate market. The bottom was unquestionably a demand, and it has only needed a return of confidence to translate that demand into action. The return of confidence has already begun.

THE BOTTOM REACHED.

If there is anything in judgment based upon experience, or in prophecy based upon a good guess, the bottom has been reached in the real estate market. In fact the turn upward has begun. Financial conditions in the East are becoming better, and financial conditions here have never been better. The bottom was touched in trade conditions some time ago, and the upward turn is well under way. All of this is having its effect in this section. Now comes the settlement of the building trades deadlock, which is an immediate cause for relief, and will do much toward improving the market for residence property. There is a noticeable improvement in industrial conditions.

This all comes at an opportune time of the year, at the beginning of Fall, and it has given everybody a new feeling.

But the bargain hunter will have to move lively now. As building increases and people see that they can get construction, the demand for homes will grow and prices will improve.

The Eastbay district is full of genuine real estate bargains if a little careful shopping is done.

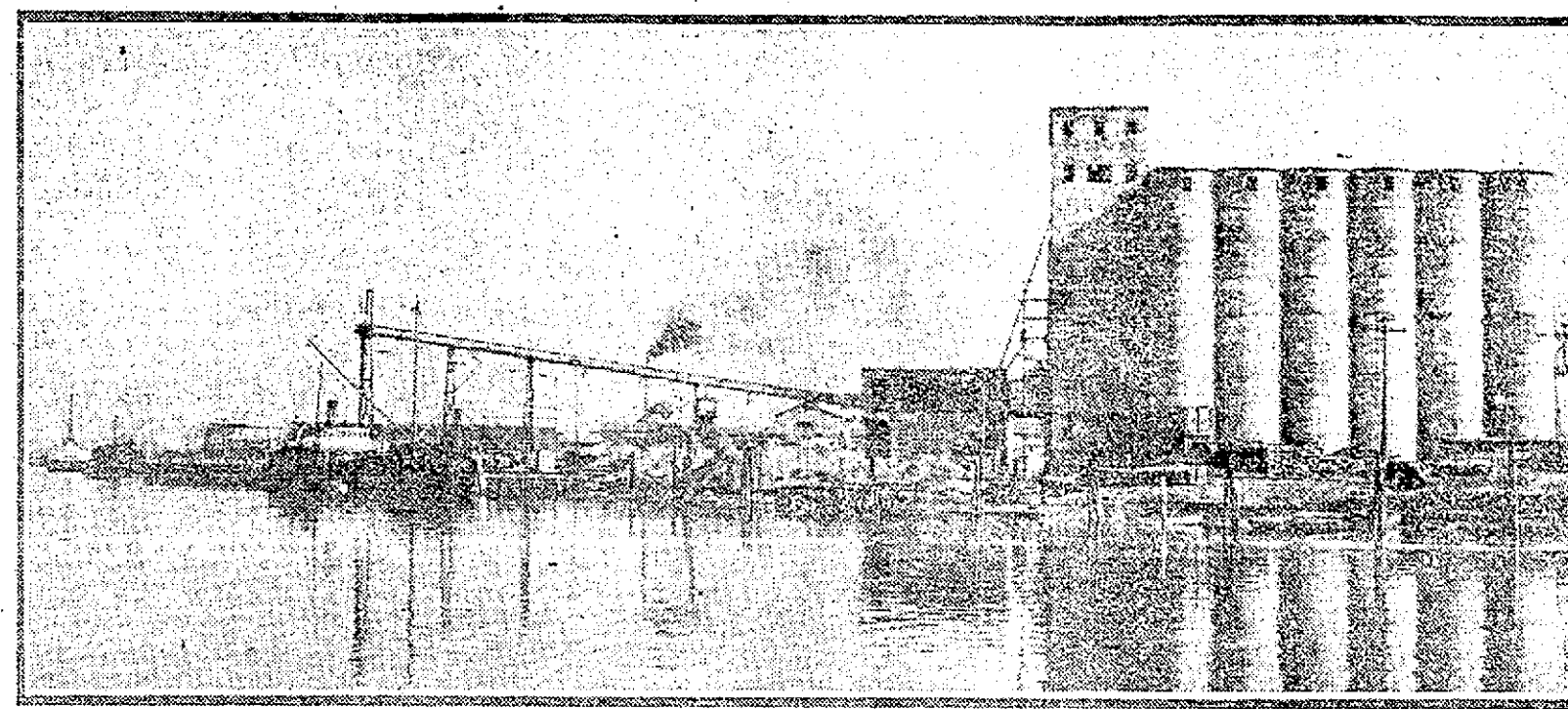
LOCAL SALES.

That there is buying capacity in the Eastbay district when genuine bargains are offered has been proved by the Realty Syndicate in its efforts to close out Chevrolet Park. This is genuine closing out, for the syndicate wants to get every lot in this park sold to some prospective home builder, and they have put the prices at such figures that the buyer is getting a real bargain. There are lots in this tract that can be had for under \$400, with very fine street work and improvements done. For lots in the city limits of Oakland, within a reasonable distance of the business center of the city and within easy distance of the growing East Oakland industrial section, such a figure is very cheap. This sale has been a success and it is expected that the last lot will be sold this week.

Other tract owners are preparing to offer their properties at bargain prices. Trestle Glen has been selling all summer and an effort will be made to sell the remainder of the tract. A wide selection is afforded. For example, a person with \$450 in cash can have decided to them an \$800 lot and obtain a \$2500 loan. This figure is a net investment of \$2500 on the part of the company, as against \$450 on the part of the home-seeker. The borrower is allowed to select his own contractor or build by day labor.

The Better Business Bureau of Philadelphia is inaugurating an active campaign warning would-be investors in worthless securities. Among the promotions to which this warning is particularly applicable are oil, candy and co-operative stores.

First Grain Vessel Lands at Western Milling Co. Wharf



The Admiral Nicholson of the Pacific Steamship Company's fleet at the wharf of the Western Milling Company with a cargo of grain from the Salinas valley for storage in Oakland. This marks the beginning of operation of the plant of the Western Milling Company by the Farm Bureau Exchange as one of the big co-operative marketing attempts now being made in this country. This will make Oakland the grain center of the coast.

SITE OF THE ULTIMATE HOME

With the ending of the building trades trouble the greatest activity in the building of homes that was ever experienced in the history of the Lakeshore Highlands is now expected. The Lakeshore Highlands intended to build the Lakeshore Highlands, owners and developers of the property, who have heard from many of the recent purchasers of sites in the tract and those who purchased some time ago and did not build, that many beautiful homes will soon be under construction.

Many purchasers of sites in the Lakeshore Highlands intended to build several months ago when they made their purchases, but building difficulties, brought on by the strike and subsequent lockout, made conditions so insecure that all thought of building was postponed. Now that labor conditions have become more settled, it is expected that Lakeshore Highlands will literally spring up into a thickly wooded tract within a short period.

That the restrictions of the Lakeshore Highlands will always make it the place for the "ultimate home," is the feeling of the Lakeshore Highlands. The "ultimate home" is the "home that all decide they shall build some day," the purchasers say in stating that the Lakeshore Highlands tract is the ideal spot for this home.

Lakeshore Highlands tract is also the ideal place to solve the housing problem for the man with a family of small children to rear, because of the schools close at hand and because it is in itself a veritable playground, other prospective builders say. They point out that the special declaration of restrictions for the property as formulated by the Walter H. Leimert company, will always maintain an atmosphere of refinement, breeding and education.

BUSINESS BETTER, SAYS BARNHART

The Alameda Investment Company reports that they have received more applications for building loans during the past two weeks than they received during the entire eight weeks previous.

"Business has taken a decided step toward recovery, not only in our main offices but in all our tract offices," said G. C. Barnhart, in charge of the sales of the Alameda Investment Company, and Meek Estate. "Last week we had an average of five inquiries a day in reference to our 85 per cent building loan proposition. This may not seem much, but it meant over \$20,000 in sales to us in loans passed over consideration aggregating over \$50,000. Our tract offices are all equally busy and it looks to me as though the market for residence property has started in real earnest."

"Our building proposition is rather an unusual one. Our only unalterable requirement is that the lot selected must be purchased of us. As we are among the largest lot owners in Alameda county, with properties in Berkeley, Oakland, Alameda and Hayward, a wide selection is afforded. We make these 85 per cent loans at 7 per cent interest, allowing the borrower to repay in monthly payments about equal to rent. For example, a person with \$450 in cash can have decided to them an \$800 lot and obtain a \$2500 loan. This figure is a net investment of \$2500 on the part of the company, as against \$450 on the part of the home-seeker. The borrower is allowed to select his own contractor or build by day labor."

The Farm Bureau Exchange Is in a Fair Way to Make a Success of Its Efforts at Co-operative Marketing

The first vessels to land at the wharf of the Western Milling company in East Oakland have docked, and gone, and thus begins the actual operation of this great plant by the Farm Bureau Exchange. This marks the opening up of the East Oakland basin to an entirely new line of industrial operations and starts grain shipments in this district on a large scale.

The first vessel to land at this wharf was the Admiral Nicholson, a coastwise steamer belonging to the Pacific Steamship company's fleet, bringing grain from Monterey county to be stored in the East Oakland elevator until shipment abroad can be arranged. The Admiral Nicholson is a 6,000-ton vessel and has had no difficulty in making two trips to the East Oakland wharf of the milling company last week.

GRAIN CENTER.

This is the beginning of the system that the Farm Bureau Exchange has developed around the plant of the Western Milling company, which they have taken over, and which will make that plant the center of the grain business of Northern California. This system starts with a series of small local grain elevators in various parts of the grain producing part of the state. These elevators collect the grain from the actual producers until it is in sufficient quantity to warrant transportation to the Oakland storage plant, and there it is stored until sold and transported abroad.

In this case the shipments were from the Salinas Valley, and had been collected at an elevator at San Lucas, controlled by the Farm Bureau Exchange. This grain was then taken to the wharf and taken on the Admiral Nicholson direct to the East Oakland dock.

The vessel was unloaded by machinery into the elevators and the entire cargo was discharged in four hours. This is an illustration of what modern loading and unloading machinery will do in saving time and cost.

TAKES OVER PLANT.

The importance of this development to the Eastbay district is enormous. It means that, while the Western Milling company did not carry out its plans of establishing a great mill and elevator system at this point, the Farm Bureau Exchange has been able to take advantage of the plant that was there and put it in complete operation, carrying out the larger of the plans of the milling company—that of creating a grain storage and shipment point in East Oakland.

The Farm Bureau Exchange is the incorporated name of the organization formed to put into practice a co-operative marketing plan for the grain growers of Northern California. It is purely co-operative, and is not a stock company, but a company with "memberships." It is one of the really big efforts in the country upon the part of the producers to do their own handling of their own products and carry out the larger of the plans of the United States farmers in similar efforts, and this is the biggest, California plan.

The local Farm Bureaus were used as the basis for the organization, and in order to keep the business organization separate from the local Farm Bureaus, the business concern was incorporated under the name of the Farm Bureau Exchange.

The new organization has the backing of many big men, including the agricultural colleges of the University of California. An effort has been made to establish the organization upon the most firm foundations possible, and to carry on its operations with a due regard for business principles and procedure.

F. N. Bigelow has been chosen as the general manager, and upon him has fallen most of the work of not only organizing the business and operative part of the plan, but of providing for financing as well. His job has been one of man's size, for he has had to secure, not only members who were willing to trust their product to the new organization, but to provide for the financing of the transaction until payment could be obtained.

The producers of California had to be educated in co-operative marketing. They had been used to doing business with the buyers of the great grain operators, agreeing upon price, and then getting the money. That ended their interest in the transaction. It became necessary to

show the producers that when they attempted their own marketing that they must aid in carrying their produce until payment could be secured, and with foreign exchange in the condition in which it now is it was no easy task either to show the producers or help them carry the product. The organizers of the Farm Bureau Exchange had to show their members that the profits of marketing had to be made by proper financing and credits, and that if these profits of marketing were to be made by the producers they must also provide financing.

This was done despite the very unfavorable financial conditions. General Manager Bigelow secured a credit of one million dollars upon which the Farm Bureau Exchange could operate.

This operation has actually begun, but not upon the scale that Bigelow plans or that will make the venture profitable. Tremendous difficulties, both physical and financial, have been encountered. Times were bad as a whole. Trade and transportation were disrupted. Foreign exchange was in a chaotic condition. It was almost impossible to start trade and almost impossible to collect money. The farmer producers learned some extremely valuable lessons in what was necessary in carrying on trade after the produce had been gathered at the field.

Then there were physical difficulties at the new plant to be overcome. The Western Milling company, which had constructed the elevator system, had not fully completed its work. The buildings were there, but the approaches were uncompleted. There was a lot of dredging to be done, and some equipment to be added.

But practically all of these difficulties have been overcome in the face of great odds. Financing has been arranged for; grain has actually been sold abroad; money is beginning to come in; and now the question of transportation seems to be solved.

It has been found that a vessel of 10,000 tons can be taken up to the wharf in East Oakland, by going in on one side and out on the west.

As a whole the plans of the Farm Bureau Exchange have worked out well, and the indications are that the rate of about 15 cars a day and it is expected that the entire crop will have been transported to Alameda before October.

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SUGAR BEETS IN UNUSUAL YIELD

With more than 12,000 tons of sugar beets awaiting shipment to the Alameda Sugar Refinery at Alameda, contracts between the growers and the San Francisco and Sacramento Railroad for the transportation of the product from Jefferson and Lisbon stations were closed during last week and the shipments began. Additional spur track accommodations at the loading platforms at both stations were made necessary by the size of the yield, reported to be double that of last year.

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OLD ESTABLISHED MUSICAL HOUSE CHANGES HANDS

Byron Mauzy Sells Out to the Wurlitzer Music Company.

The Wurlitzer Music Company has bought the Byron Mauzy Music stores of San Francisco and Oakland. They believe in Northern California—and are backing their confidence by heavy investments in the Bay district. These first two Wurlitzer retail stores are but the beginning of a chain to extend throughout California.

The Wurlitzer company manufactures everything musical from a mouth harmonium to the giant organ now used in the larger type of moving picture palaces. The current news feature of the local screens recently created quite a flurry among movie fans with screen pictures of the huge organ created by Wurlitzer for the Granada theater—now under construction in San Francisco. This mammoth organ, packed and shipped in sections, was made at a cost of over \$75,000. It has four key-boards, and the pipes range in size from a fraction of an inch to thirty-two feet.

The Pacific Coast manager for Wurlitzer expresses his belief that the music business will be brisk, in spite of the prevailing skepticism, for they claim that the people will buy as soon as they are convinced that prices are back to normal. As manufacturers the Wurlitzer company are in a position to make drastic cuts in order to force the leading process of prices in the music world. They have been criticized in the East as forcing competition to sustain heavy losses because of their low price quotations, and local music people are watching them with keen interest.

The retail stores are to be thoroughly rearranged within the next few months.

SPECIAL DRIVE ON CHEVROLET PARK

A special drive will be held on Chevrolet Park this week because of the two holidays and holidays are the days selected by those who are inspecting property. Salesmen will be on the tract on Monday, which is Labor Day, and Friday, which is Anniversary Day, and it is confidently expected that the tract will be finally cleaned up by that time.

"People can buy a lot in the well populated part of the city of Oakland, with all improvements made and street work done, for as low as \$250," said N. D. Myran, who has charge of this sale for the Realty Syndicate. "That cannot be duplicated anywhere. We have lots as low as \$250, and the absolute average of all that we have to offer is only \$295. Think of those figures in a really good and well-settled district."

Under the red liquidation sale banner, all remaining unsold lots in Beautiful Chevrolet Park will be closed out at genuine liquidation prices.

LAST CHANCE TO BUY a Lot in Beautiful CHEVROLET PARK

AT THESE LOW PRICES Today and Tomorrow, September 4th and 5th THIRD AND LAST CALL!

Under the red liquidation sale banner, all remaining unsold lots in Beautiful Chevrolet Park will be closed out at genuine liquidation prices.

GREATEST LOT BARGAINS OF 1921

Fully improved lots will sell for—

\$250 \$395 \$490

Terms \$10 Down and \$5 Per Month—No Interest, No Taxes until July 1, 1922

This is positively the BIGGEST THING—the GREATEST VALUE in residential property ever offered in Oakland. It is the opportunity of a lifetime for WAGE-EARNERS, HOME BUILDERS and INVESTORS. The price and terms are so low and easy you cannot lose, and at the present rate of building in the tract it will not be long before lots will be bringing normal prices, which will mean enormous profits on the actual cash investment to those who buy in this sale.

Greatest part of tract is level, with a gentle rise at the upper end, where a magnificent marine view may be had.

JOIN THE BIG CROWD

MINGLE WITH THE LOT BUYERS. LOOK THE TRACT OVER THOROUGHLY. GET THE BEST ADVANTAGE AND JUDGE THE EXTENSIVE NATURAL VALUES FOR YOURSELF. SALE BEGINS AT 8 A. M. EACH DAY.

HOW TO GET THERE:

From San Francisco take S. P. ferry, then Melrose train to Seminary Avenue station—automobiles will be waiting to take you to tract. From Oakland take 55th Avenue car, No. 7, at 12th and Broadway, direct to heart of Chevrolet Park. By automobile go out Foothill Boulevard to Seminary Avenue, then turn to left.

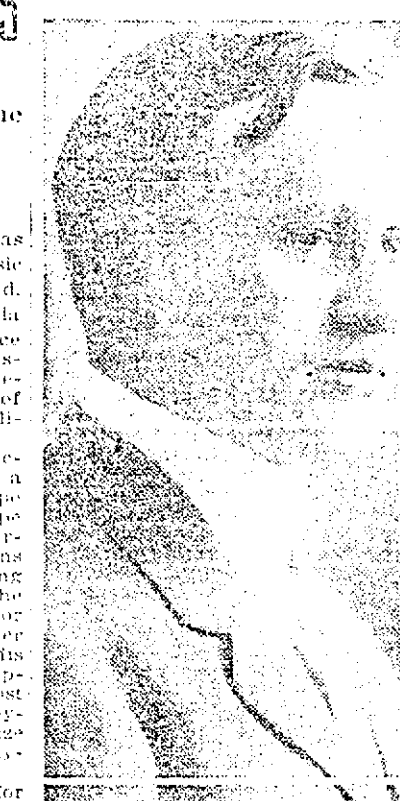
REALTY SYNDICATE COMPANY

OWNERS AND SUBDIVIDERS

1440 BROADWAY, OAKLAND

Top Floor, Syndicate Bldg.

Whitthorne & Swan Add Shoe Department



Next Saturday, September 10, the progressive firm of Whitthorne & Swan will add another large department to their already long list. For a long time their patrons have made much of these rates have been a shoe department and this wish will be complied with on that date. The department will be completely stocked with up to date lines of women's, children's and boys' shoes of road qualities at popular prices. It will be under the personal supervision of A. L. Ward, who for the past nine years has been the buyer and manager of one of the largest shoe departments in Oakland, so he is thoroughly qualified to supply the proper merchandise. He has just returned from the Eastern market, where he made some big purchases. He will have as his assistant another well known local shoe man, Joseph Silva.

SOCIAL HALL SOLDIERS' COLONY.

All work and no play makes Jack a very dull boy, according to the old proverb, and Professor Edward Mead, head of the State Land Settlement Board and professor of rural institutions at the University of California, believes the same thing applies to farmers. Accordingly, Professor Mead has just announced plans for the erection of a social hall at Delhi, Mendocino county, the spot of the first southern land settlement colony in the country. Social needs must be recognized if any land settlement is to win success, says Professor Mead.

Downey Glass and Paint Co. MANUFACTURERS & JOBBERS 368-370 Twelfth Street

The rates have been adjusted by the Pacific Coast North Atlantic coastbound conference. Practically every article on which the new rates have been placed are being shipped in large quantities. Pinkston says.

OAKLAND PLANTS COMPETE WITH FACTORIES EAST

Low Freight Rates by Water Open Eastern Markets to the West.

Low water freight rates between Oakland and Atlantic coast ports have been responsible during the past six months for at least fifty Oakland manufacturers establishing sales forces in the East in competition with Eastern manufacturers on their own home territory, stated W. H. Pinkston, secretary of the local freight service department of the Lawrence Warehouse Company, yesterday.

Western manufacturers, Pinkston says, are now able to place their surplus stock East and throw it on the market in competition with the Eastern trade, a condition which was impossible until a few months ago when the Eastern manufacturers, as well as the progress of the country toward the nation's important manufacturing centers.

Steamship lines docking at Oakland recently have been quick to realize the importance of assisting the Eastbay manufacturers to place their goods on the Eastern market and as a result, hundreds of reductions in water transportation rates have been authorized on shipments so that the local manufacturer, and his goods in new markets are able to compete with the Eastern price with the manufacturer located in the district to which the Oakland freight is forwarded.

New rates have also been established where shipping officials have found opportunity to secure cargo space on their lines. The rates established with the view of allowing the Western shipper to meet with Eastern price conditions. Until this recognition was received it was impossible for Western manufacturers to gain a foothold in the Eastern trade on account of the high freight rates, which had entered into the Eastern sales market.

Among the commodities on which new rates have been established are: Aluminum, copper, tin, zinc, lead, iron, steel, glass, cement, brick, tile, pottery, porcelain, enamel, paint, oil, kerosene, gasoline, turpentine, varnish, glue, wax, soap, sugar, flour, rice, beans, peas, lentils, corn, wheat, oats, barley, rye, cotton, wool, silk, fur, leather, rubber, paper, cardboard, glass, enamel, paint, oil, kerosene, gasoline, turpentine, varnish, glue, wax, soap, sugar, flour, rice, beans, peas, lentils, corn, wheat, oats, barley, rye, cotton, wool, silk, fur, leather, rubber, paper, cardboard.

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REALTY SYNDICATE COMPANY

OWNERS AND SUBDIVIDERS

1440 BROADWAY, OAKLAND

Top Floor, Syndicate Bldg.

URMA CLUBS ARE INVADING THE EASTBAY DIST.

Oakland Branch of National Organization Is Formed to Help Trade.

The retail merchants, who are members of the Creasey Corporation in the Eastbay section, have organized themselves into what is known as the "Urma Club," for the purpose of furthering their local trade and gaining the advantage of their different experiences in caring for their business. A definite organization has been formed in Oakland with E. O. Burge as president, G. W. Archer as vice-president, S. A. Borgas as treasurer and E. P. Thompson as secretary.

This is part of a national move that is fostered by the Creasey Corporation in all cities where they operate, and is one of the methods developed by the big wholesaling corporation to aid their members in each locality. It is in no sense a purely local move, but each member of a local Urma Club automatically becomes a member of the national organization.

The word "Urma" is made from the initials of the real title of the organization, which is, the United Retail Merchants Association. This being too long for general use, the name "Urma" was coined, and each local club becomes the "Urma Club," Oakland being the general Pacific Coast headquarters of the Creasey Corporation now has its Urma Club, which is already organized and functioning.

The Creasey Corporation is something that is entirely unique in the grocery business. It is a national organization of wholesale stores for both purchasing and distributing, and is cooperative in its character. A retail grocer buys a membership in the Creasey Corporation for a fixed amount of money, and that membership entitles him to purchase his supplies at the nearest Creasey distributing point at net cost to the corporation plus 3 per cent for doing business. He retains his own identity as a retail distributor, manages his own business, does his own buying in his own way, and is in every respect a complete local entity, but he gets the benefit of the fact that the Creasey Corporation buys in enormous lots and handles the goods at the very lowest figure. This low figure is insured by a chain system of buying and distributing houses. For instance, the general Pacific Coast headquarters is located in Oakland because this is the population center and almost the geographical center of the coast. To this city all supplies are shipped in car load and train load lots. Here the supplies are split up and mixed, the load lots are formed and shipped to other secondary distributing centers, and from there, in turn, the goods are distributed to the retailers. This system is made as perfect as possible and to save every penny in shipping charges. Because the success of the Creasey Corporation depends entirely upon its ability to handle goods at the irreducible minimum of cost, it was because of this very necessity that Oakland was chosen as the general Pacific Coast headquarters.

Subsidiary to the Creasey Corporation are the Urma Clubs, formed for the purpose of creating a better relation between the members, and meeting the competition of the chain retail store. The Urma Club benefits, often, a little local exchange, through which the members get rid of surplus stocks. One member may have bought a little too freely of some one line of goods that does not sell in this particular locality, while another may have a great demand for that very article. An exchange is made at the meetings of the Urma Club.

It is also a line of "Urma" products, by leading manufacturers for the Creasey Corporation. These products are sold at reduced prices, and Urma products are shortly to be offered in Oakland.

The membership is growing rapidly and information can be secured from the secretary, E. B. Thompson, at the headquarters of the Creasey Corporation, 40 Madison street in this city.

REALTY FIRM REORGANIZED

Announcement is made of the reorganization of the H. W. McIntire, Ervin Company, realty. C. D. Ervin has disposed of his interests in H. W. McIntire and hereafter the firm will be known as the H. W. McIntire Company. Mr. Ervin is now in charge of the hotel, apartment house and business chances department and has associated with him H. W. Rogers and Mrs. Jeanette Ryan. The balance of the sales force include Archie C. Donaldson and C. R. Lemon, who are specializing in Oakland residence property; P. H. Middleton and Mrs. Emily Robertson in Berkeley homes; Frank B. Ench in handling business and income investments; C. H. Hutchins, country land and ranches; Mrs. Anita E. Bradley is the secretary of the company and has charge of the insurance department. Mrs. Thelma Peterson is her assistant. This company has under construction at the present time some eight bungalow homes on East Seventeenth street and Fruitvale avenue for Joseph Kalin. The Meridian school dormitory is being built on El Dorado avenue, recently described in this department. Leo L. Nichols is in charge of the building department.

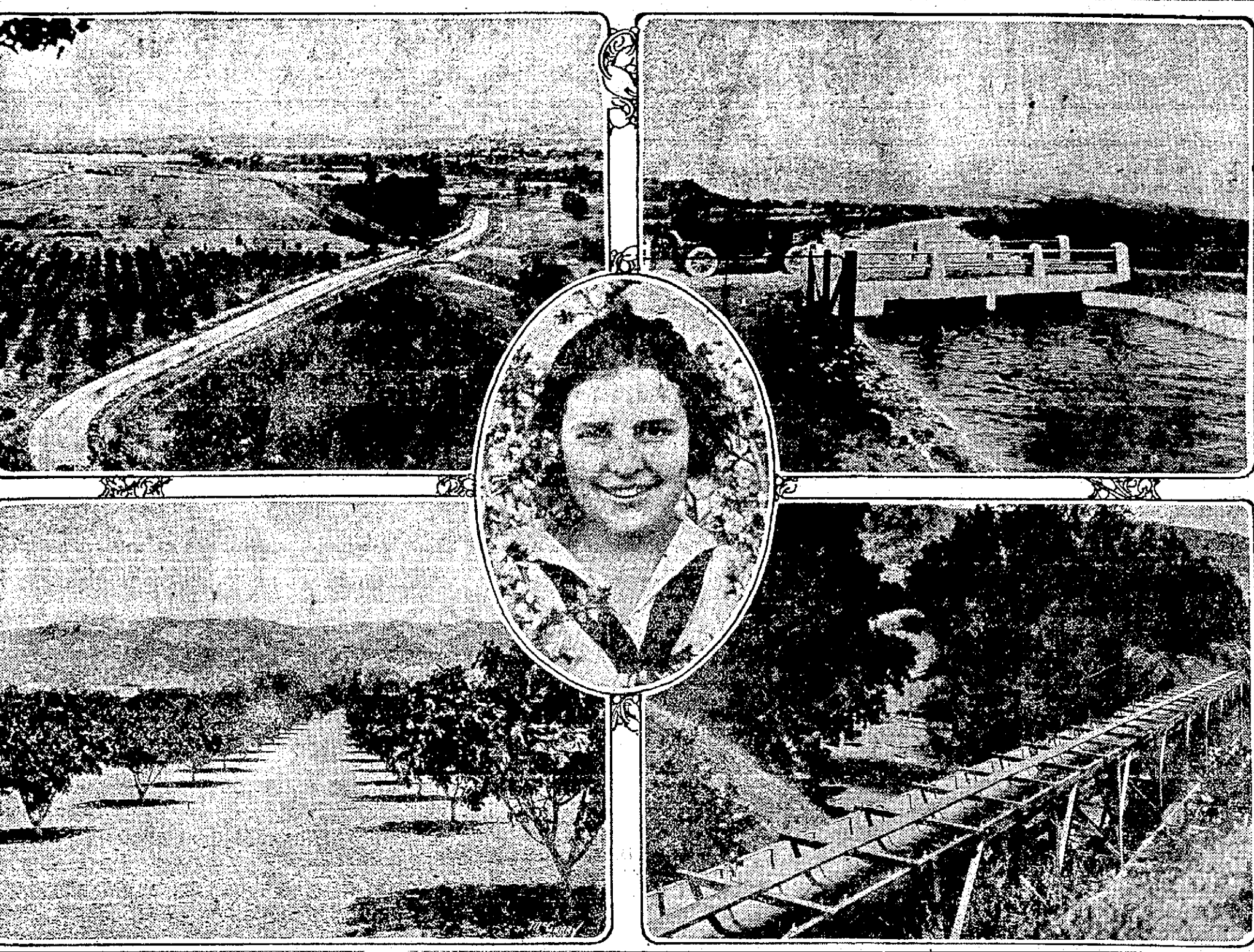
KERN COUNTY PILOT.

The Earl Trull Company has 5000 acres of new vineyards near Bakersfield, Kern county. The company plans to increase its vineyard to 5000 acres by 1923.

Seventy per cent of the total output of anthracite coal in the United States is controlled by seven companies. The remaining 30 per cent comes from mines operated by less than one hundred companies and individuals.

With a view to speeding up delivery of special delivery letters, the postmaster-general of the United States proposes to increase the rate from 10 to 25 cents.

BREAKING UP LARGE HOLDINGS IN THE CAPAY VALLEY



Capay Valley scenes showing some of the property that is shortly to be put on the market in small colony tracts, and some of the irrigation system that has done so much to make that valley one of the most productive in the state.

Six Tracts of Land to Be Cut Up Into Small Holdings and Offered to Intending Settlers

One of the largest colony schemes attempted in Northern California for some time has just been announced for the Capay Valley, where several tracts involving more than 1000 acres are being put on the market by the Western Yolo Vineyard and Development Company, with headquarters in Esparto, in the heart of the Capay Valley. The land is under cultivation and with a very considerable water supply, the Capay Valley irrigation system being one of the best developed systems in all that section.

There are six tracts of varying sizes well up toward the head of the Capay Valley, below Rumsby near Guinda station on the Rumsby-Elmira branch of the Southern Pacific Company. These tracts are well located, highly developed and contain some of the best land in this extremely fertile valley.

The Capay Valley is one of the smaller valleys running off from the Sacramento Valley into the hills of the Coast Range. At its mouth lies the wealthy town of Vacaville and the terminus of the railroad at the head of the valley is at the little town of Rumsby. Through the valley runs the source of its wealth, Cache creek, the only outlet of Clear lake, an inexhaustible water supply. The landowners of the Capay Valley were quick to see the needs and ad-

LOCATES CHICKEN RANCH FOR CHAIN OF RESTAURANTS

O. J. Meads Buys Valuable Property on Foothill Boulevard.

O. J. Meads, the head of a chain of restaurants bearing his name, has purchased twelve acres of land fronting on the Foothill boulevard between San Leandro and Hayward and will turn it into a chicken ranch, producing chickens and eggs for his entire chain of restaurants. This is a transaction of some importance, because it is more than a real estate transaction, and means the location of a definite industry in this section.

Meads will spend \$25,000 in housing, producing chickens and eggs for his chain of restaurants, and improvements for his chicken stock, there being other improvements upon the property. He will install a very large amount of chicken yard and chicken housing, as he proposes to maintain on this property flocks sufficient to serve all of his restaurants in Oakland, San Francisco and other cities, and the demands of this chain of restaurants are not small.

The land was formerly owned by Susan E. B. Innes of the Innes Dairy Company. The transaction was effected by McHenry & Ellis, who operate largely in this neighborhood.

Development in the San Joaquin Valley Two Conventions to Be Held At Fresno

Bank of Italy Buys a Bakersfield Bank

OIL ON THE RANCH. Two brothers named Richard and Walter Oak about two years ago, becoming disappointed at their failure to strike oil on the Coalinga oil fields, took up orange ranching three miles north of Porterville. They were well satisfied with their returns from the golden fruit, and, deciding to extend their acreage, started to drill a new well for water. At a depth of 144 feet they struck not water, but oil, which when tested averaged 96.4 per cent kerosene and 3.6 per cent lubricating oil. All of which goes to prove that you don't always have to go seeking for oil to find it.

CONVENTIONS FOR FRESNO. Fresno is to house two conventions of state-wide importance. On September 8-10 several hundred unbelievers in hoodlums will meet at the raisin capital for the thirteenth annual pow-wow of the Concatenated Order of 1100-Hoos, otherwise known as the Order of the Moose. For the last week in October the California Women's Christian Temperance Union will hold their state convention at Fresno. Mrs. Sara J. Dorr being the president.

KERN CO.'S HOLDOVER COTTON. W. D. Nesbitt and C. F. Wood, president and vice-president of the Warehouse Company of Mobile, Ala., have conferred with local bankers and cotton growers, and as a result it is hoped to obtain financial aid from the government in marketing

BUY A HOMESITE in Maxwell Park THE HOME will be financed

Arrangements have been made to finance homes for purchasers of homesites in beautiful Maxwell Park. Select yours now. The homesites are all 40x100 or larger and sell from \$700 to \$1400, on terms of \$10 down and \$2, \$3 or \$5 weekly thereafter. When it is paid for a home will be financed.

Thirty-six homes are now being built in Maxwell Park, demonstrating the great popularity of the property. It is a genuine scenic park with both marine and hill view; full improvements; two trans-hay lines at hand, and two local car lines, one of which is to be extended into the property; no taxes until July, 1922, this extension being granted to former purchasers.

From Oakland—Take No. 1 car (50th Ave. line) to 50th Ave. By Automobile—Go out Foothill Boulevard to 50th Ave. Then out 50th to Brookside Ave. From there 2 blocks west to property.

MAXWELL PARK CO.

Representatives continually on property.

ALAMEDA Office of The TRIBUNE, 1401 Park street. Phone Ala. 528.

AUGUST ABOVE THE AVERAGE IN DEEDS RECORDED

This Dull Month Shows an Unexpected Number of Transfers.

The August record of deeds recorded in the Eastbay community is 31 per cent over the average for that month established by the records of the eight years ending January, 1921, is but eleven deeds, or less than 1 per cent, below the record for August of last year, and is 7 per cent greater than the record for July of this year, while the seasonal average shows August lower than July.

Such a report from the office of County Recorder Bacon to the Real Estate Board at a time of business depression and when building has been for many weeks practically at a standstill is regarded by realty experts as of most important significance, and strongly pointing to a prompt resumption of the very active realty market which Oakland experienced during the spring months.

While the number of deeds recorded in August should be 1296, as shown by the tabulations of records for the eight previous years, August of this year recorded 1694. August of last year recorded 1705 deeds. The average for July has been 1312 deeds, and of this year 1572 deeds were recorded.

With such a healthy condition of the realty market through the summer and through the period of building stagnation, there can be no doubt, say the students of the situation, that the resumption of building will prove such a stimulus as to bring the records of the closing months of this year far ahead of previously established figures.

SACRAMENTO RIVER TRAFFIC. The value of Sacramento river traffic in 1920 was \$92,286,131, according to a statement by the Sacramento Chamber of Commerce. There are 254 vessels on the river.

Because the beds are deeper, thinner and generally inclined at steeper angles than those of the soft coal, the cost of producing a ton of hard coal is from two and a half to three times as great as for mining a ton of bituminous coal.

acre, and his contract with the E. Y. Foley Co. calls for \$90 per ton for everything taken into the packing-house, so that the vineyardist loses nothing by culling. The crop represents 300 tons, or around \$27,000.

PATTERSON'S SUCCESSFUL FAIR. Everybody connected with Patterson's fair, which closed August 27, has reason to be satisfied with the result. The fair was particularly strong in pure bred livestock and poultry, and the mardi gras festival Saturday night was a fitting wind-up.

LATEST BANK OF ITALY BUYS. The Bank of Italy has bought the First National Bank of Bakersfield, with its branches at Wasco, Merced and Tark, and the Ardizzi-Olcese Bank of East Bakersfield.

1921 RAISIN PRICES. Delivery payments on the new crop of raisins, ranging from a minimum of 4 cents per pound to a maximum of 6 1/2 cents, are announced by the California Associated Raisin Company. The minimum initial payment named is one-half cent above delivery payments under the old contract.

ASSESSMENT INCREASED. The assessed valuation of Madera county property for this year is \$23,200,968.90, an increase over last year of \$1,667,280.90. Of this increase \$737,820 is due to the higher valuation of \$5 an acre put upon the company's lands by the supervisors.

V. O. LAWRENCE BEGINS BUILDING AT MONTCLAIR

Construction of Many New Homes in This Suburb Is Under Way.

Construction on the new V. O. Lawrence residence in Montclair began this week. The Lawrence home will be one of the show places of Oakland when it is completed.

It is designed after the plan of a Norman chateau by Harris Allen, the architect, and every advantage has been taken of its location and of the exceptional opportunities for obtaining beautiful and novel effects that are afforded by Montclair. The shape of the house is unusual in itself. The rooms are placed in chain fashion and are not bunched as in the ordinary house. This is made possible by the acre size of the Montclair home sites and is used to take advantage of the magnificent view obtained from Montclair. The dining room is a feature in itself. It is octagonal in shape and forms a sort of pivot in the center of the house.

The roof is steeply sloping and is finished in red tile. The exterior is finished in gray stucco. The ensemble will furnish an exquisite picture of the red roof rising above the green oak woods of the winding through set in the midst of the winding roads and parklike woods and open spaces of Montclair.

Another home that is being started in Montclair this week is the G. E. Barton residence. This is the first to take advantage of the Realty Syndicate's plan of free plan and architectural services to the first six builders in Montclair proper this summer. It is a six-room bungalow located on an acre home site near the Moraga road.

TWELVE HOMES IN MAXWELL PARK

Home construction in Maxwell Park is going forward with renewed vigor, with the end of the building tie-up. Two score of beautiful new homes are now building there and more are started as fast as they can be started.

Among the newest builders in Maxwell Park is Harry W. Isaacs, who has undertaken a series of twelve new homes on the property. His homes are designed to meet the insistent demand for houses that are at once complete and well finished throughout and reasonably priced. They contain five rooms, living room, dining room, two bedrooms and a cabinet kitchen with built-in breakfast nook. They feature hardwood floors, artistic wood trim and decorations, and modern built-in conveniences. Special care has been devoted to planning for electrical wiring, with the result that the convenient, efficient use of all modern appliances is provided for.

Maxwell Park, with its great natural beauty, excellent improvements, adequate transbay and local transportation and other advantages of location, has already begun to boom with the clearing away of difficulties, which have beset building during the past few months.

Because the destructive leaf-eating beetle is creating havoc in the creek gardens in New Jersey, the United States is importing 6000 beetles from Japan to turn loose against the Jersey pests. The Japanese beetle is considered the most vicious pest. Because of their cannibalistic traits, each of the 5000 had to be packed in a separate container before shipment.

\$50 Down

The Opportunity of a Lifetime is Here Don't Overlook This

COME OUT TODAY to Beautiful Trestle Glen

We have a number of roomy 50-foot lots on Trestle Glen Road (now being paved), close to Lakeshore Avenue, and five minutes from Lakeside Park, at bargain prices

—\$50 DOWN and balance in small monthly payments will buy one today. A limited number only, so don't delay.

Tract Office Open Today and Tomorrow

WALTER H. LEIMERT COMPANY

Syndicate Building OAKLAND

Tract Office at Trestle Glen Road and Lakeshore Avenue. Phone Lakeside 974.

The Safest Of All Investments

By THE OAKLAND REAL ESTATE BOARD.

Careful investors are not misled by speculative and exaggerated or false promises of profit. They know that the fundamental requisite of any investment is safety. An investment must first of all be safe—it must yield a profitable income—and it must be convertible into cash without loss.

Real estate is the safest of all investments. Real estate is a profitable investment. And real estate has a high degree of convertibility. An investment in real estate is safe, because land is fundamentally the basis of all wealth. In times of financial stress, land—property—is the basic value by which all commodities are judged.

Real estate is a profitable investment because it yields a satisfactory income. Then, too, the normal trend of real estate values is upward and the increased valuation over a period of years represents a profit.

There is always a market for good real estate. It is always a salable investment. When you buy or sell real estate consult a Realtor. He knows real estate values and prices. His experience will be of benefit to you.

NEW ROADS IN DELTA DISTRICT

CLARKSBURG, Sept. 3.—Still better transportation facilities in this section of Yolo County are about to be provided, as the result of the awarding of contracts by the California Reclamation Board for work on the levee on the east bank of the Sacramento river in the vicinity of Hood. The new road, which is to be of concrete, will bridge the existing gap from Clarksburg to Freepoint, tapping this point and Hood in between. This improvement will stimulate the peopling of this entire district, embracing the Labon district, Holland Land Company properties, and Merritt Island, as well as the section on the east bank of the river.

Keeping pace, the Holland Land Company is pushing forward street grading on Main street and around the plaza here, also building approaches to the levee.

This men and boys are engaged in building stock on the farm of the Clarksburg Nursery Company, whose establishment of a commercial seed farm this spring attracted considerable attention hereabouts.

The new levee has been completed, but immediately ahead is the harvest of several thousand acres of beans on the Holland tract.

John A. Stewart, aged 59, chairman of the board of directors of the United States Trust Company of New York, attends all regular meetings of the company and takes an active part in all discussions twice a week.

According to figures of the New Jersey Boxing Commission, 75,323 men and women paid \$1,582,432.15, exclusive of the war admission tax, to see the Dempsey-Carpentier bout in Jersey City, July 2.

HOUSES WANTED—Contd.

DESIRE cement bungalow ne
transportation, with \$600 do
4753, Tribune.

EQUITIES bought for ca
money same day; immediat
sition. Oak 1410 or 2413 E

and exchange painting. B	
Tribune.	
HAVE clear lot and cash for	
price must be right. Box 53	
HAVE you five-room bungal	
price \$7,500 down. 64	
I HAVE \$250 cash, small	
payment will assure prompt	
payments; would like to buy	
room house, any fair distrib	
\$277. Tribune.	
I WANT a modern bungal	
SCHOOL; will give small	
down. Cash payment. 1	
cash or mortgage. 1	
Syndicate bldg. Pa. Oakla	
I WILL sell anything with sm	
ment down. Agent, Box 151	

first payment on cottage
\$2500; give first-class dea
Fruitvale 1922W.

QUICK ACTION

trains, that \$500+ to \$1000+ c
hands. Call 312-461-1111 for results
LEWIS & MITCHELL
438 16th St. Lakeside
RESIDENCE property in
HILLTOP. Call 312-461-1111
HAVE BUYERS IF PRICE IS
W. J. Norris, O'Fallon
WILL PAY CASH
For Broadmoor dist. home, w
fruit trees; good sized lo
enough to make fine ch
box 5383 Oakwood Tribu
WANTED to buy from own
estate in Chicago. Pay all ca
Call 312-461-1111 for details
Wm. Hardt, 540 Center St.
WANT 4 or 5-rm. cott. or bl
tween Elmhurst and Grove st
Location first choice for
business. Box 5302, Tribu
WANTED, 4 or 5-rm. house.
Have cash \$4500; must be
Call 312-461-1111 for details

no attention. Box 5425, 1st fl.

WANTED—Cottage, Fruitvale to Box 3876, with garage, furnished; will give clear title as first payment. C. Allele, 315 Syndicate bldg.


WANT 5 or 6-rm. bungal., near Glve full particulars and send photo. Box 5425, 1st fl. Offered. Box 4635, Tribune.

WILL pay cash for bargainable house or bung. in good condition. Box 5424, Tribune.

WANT to buy up-to-date 5-rm. nicely furnished. Box 3405, Tribune.

6-ROOM bungalow, large lot, best; about \$4000; will trade for 1930 or 1931 Olds car. Terms. Box 15076, Tribune.

5-R. bungalow, good location to 10900 down. Mr. Cars. S. 10900.

5-ROOM house with mortgage
50x100 ft. lot; part paymt. 1
FLATS FOR SALE
 Apartment
and Flats

\$	4,750	-Nr. West and 20th	13173
	5,600	-2 units, fine dist	13552
	6,000	-E. 24th. 4 4-rms	12611
	6,600	-Nr. Lake 2 flats	13265
	7,500	-E. Fourteenth store	13340
	8,500	-Near Tech.	13258
	10,000	-21st near Market	13508
	12,750	-Outside; trade	13303
	15,000	-Out Telegraph	13607

rice	13230
	17,000—	Fine location—
	13269
	22,000—	Dung. court—
	13051
ow,	110,000—	Shattuck, Berk—
ex-	Good

13373
Realty Bond and Finance
1529 Broadway Oakland

APT. FLATS BAR

Four apt. flats; one 6-room; two 2-room; fine income low rentals; very substantial excellent condition; corner carline and Key Route; fine buyer can occupy largest flat; income of \$80 per mo. and the others. A wonderful in-

by Frank E. Clark—FORD'S
ATED FACTORS, 220 Syndica
Oakland, Lake, 1208.

A Bargain For Quick
Two flats, East Oakland,
rooms, all modern; large ba-
garage; garden, lawn; fine co-
income \$85; price \$4750, term
will have to act quickly.
MILLER & MILLER

216 BACON BUILDING
AS AN investment or an income
this pair of sunny 5-rm. con-
can't be beat; oak floors;
basement. A gift at \$6750
Jogan Realty Co. 219 Syn-
Bldg. O
A PAIR of flats near trah

09. MOREY & VOL
No. 150 41st Street.
Pied 668 Open

A nice pr. of Flats, good
on car line driveway. Price
H A Smith 4291 Tele

50
11. Piedmont-1714 W.
A PAIR flats; close-in corner
take other property part
Grav. 237 Bacon bldg.
BERKELEY FLA

BEST pair income flats in considering condition and location; 5 and 6 rms.; can be for \$5500, half cash, balance

Logan Realty Co. 219 Syn Bldg. O

BERKELEY apartments and sunny corner; near all train lines; rentals \$125 per month; low at \$8000; \$2000 cash. rent, will make them yours.

CEMENT FOUR
CLOSE TO BROADWAY
Three rooms and six
each; oak floors thru-
out furniture included; four
separate water heaters; t
rages; \$215 monthly income
home for owner. Exception
CALIFORNIA REALTY IN

CLOSE-IN FLAT
A pair of fine flats, together with modern bungalow on a valuable lot. In a fine district; income of \$100 per month; price reduced from \$12,000 to \$10,000.

FEDERATED FACTORS—22
cate Bldg., Lake. 1269.

FLATS FOR SALE—Friedman

SAN LEANDRO REAL ESTATE SAN LEANDRO REAL ESTATE

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

**OAKLAND CIRCLE
COMPANIONS OF
FOREST INITIATE**

The regular meeting of Oakland Circle, Companions of the Forest of America, was held Wednesday evening, Chief Companion Glida, Hersch being the guest. The festivities were initiated into the order by the regular ceremonies. After the regular routine of business, dancing was enjoyed and refreshments served.

On Saturday, about forty-five of Oakland Circle's members journeyed by machine to San Jose, where the officers put on the initiation ceremony for the visit of the new San Jose. It was the official visit of Grand Chief Companion Eleanor Gurry and many of the present, and past Grand Officers of the circle. The following officers of Oakland Circle put on the work:

[illegible]

**KNIGHTS AND LADIES
OF SECURITY**

OAKLAND COUNCIL, No. 723, Security Benefit Association, meets every Friday night at Potter hall, 1515 Broadway st., Potrero district. Call up district manager, W. W. Nutter, phone 6184; res. at 3133 W. 4th st., Oakland. Visiting members welcome.

Frank Johnson, president, 1932 Chestnut st.; Mary M. Johnson, financial, 1932 Chestnut st.; Ph. Lake, 2537; Dorothy Thayer, corresponding secretary, Fruitvale 5187.

KIRKPATRICK COUNCIL.

TO ALL
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R. C. \$5
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at hall,
ordinarily

R. C.

JOHN J.
the hall
ed, and
S. Pres

W. Duval,
mouth st.
res. 1443
y. Pres

ELMHURST COUNCIL NO.
3527 meets every Monday
night at Redmen hall,
14th and E. For
Information call up W. W.
Nutter, district manager,
Hind St., res. 843; or
over st., Oakland. Fronda
president, res. 6532 Ply-
mouth st.; secretary, re-
s. 1443 94th ave.; Joseph Peacock,
secretary, 1433 82nd avenue.

Next meeting, September 8.
J. W. LEITER, Pres. 3564 West st.
Phone Piedmont 5592
JOHN J. KEARNS, Manager,
2645 West st., Oakland.

ELMHURST COUNCIL NO.
3527 meets every Monday
night at Redmen hall,
14th and E. For
Information call up W. W.
Nutter, district manager,
Hind St., res. 843; or
over st., Oakland. Fronda
president, res. 6532 Ply-
mouth st.; secretary, re-
s. 1443 94th ave.; Joseph Peacock,
secretary, 1433 82nd avenue.

Piedmont Parlor No. 120
meets every Thursday evening in N. S. C. W. hall, 11th and Clay sts., Oakland. Visiting members welcome.
Next meeting, September 8.

th and
sls.
or day.
Mon-
British

NIGHT," SEPT. 8, 1921.
HERMAN W. RULEN, Pres.
CHAS. MORANDO, Rec. Secy.

THE MACCABEES
OAKLAND TENT NO. 17 meets
at Truth hall, I. O. O. F. bldg.,
every second Monday.

Monday, September 5, picnic, Alameda Rock park, San Jose.
JOHN M. MORRILL, Com.
J. L. PINE, R. K.


WOMEN'S BENEFIT ASSN.
ARGONAUT REVIEW No. 89 meets every Wednesday

mander.
c.
GION
S Meet-
el Oak-
MRS. MAUDE ELLIOTT, Com. 2316 Ellis st. Berk. Pled. 2398
MRS. MINNIE W. R. K. 1506 E. 23rd st. Ph. Merr. 497.
OAKLAND REVIEW No. 14, meets Tuesday evening

EAGLES
OAKLAND AERIE No. 7 meets
Monday nights, N. 9 C. W.

Scudder, M. D., 113 Federal bldg., 16th and Tel. ave.; phone Lake 847; res. Pled. 183; office hours 2 to 4, 7 to 9 p. m. Sun. by appt.; phone Pled. 168.
Dr. A. L. Stuck, Physicians' bldg., 1225 Washington st.; phones Oak 5124, res. Merritt 3061; office hours 2 to 5, 7 to 9 p. m. Sun. by appt.; phone Merritt 3061.

No meeting Monday, September 5, holiday. Report of Leo Bertillon. Grand Aerie representative, Monday night, September 12; high jinks.


 FRUITVALE AERIE No. 1375.
 F. O. E. meets every Tuesday

Dr. L. B. Smith, 3224 E. 14th st.;
phone Fruitvale 523; res. Fruit, 2417.
Dr. S. A. Lockwood, 3210 E. 14th st.;
phone Fruitvale 1132; res. Merr. 3118.
W. T. BARTLE, Worthy Pres.
ED. L. BARRY, Sec.
2010 46th ave., phone Fruit. 7483.

GOLDEN GATE ASSEMBLY
No. 62 meets 2d and 4th Fri-
day of the month, 8 p. m., in
Corinthian hall, Pacific bldg., 18th
and Jefferson streets.
No meeting September 9. Next meet-
ing September 22. Grand reunion of

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room 107, Hotel Oakland.
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DEILE CARLY, Secretary, 306 12th

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of the World War, Chap. No. 7, m
Friday, Sept. 9, at Civic Auditor
All disabled ex-service men welc
E. B. Arnold, Adj. P. O. Box 589.

Oakland Chapter, meet
and 4th Thursday of
month at 2:30 p. m.,
memorial hall, City hall.
Next meeting, Sept. 1.
MRS. C. J. WATERHOUSE.
MRS. MULLHALL, Sec.

W. W. C. W.
The Women and Girl Workers of the Civil War
Wednesday, Sept. 7, 1921, Memorial
hall, City hall. You are invited to
join.
SARAH H. WILSON

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SOUTH BEND, Ind., Sept. 3.—Bread is being sold at the cheapest price ever offered here—two cents

It has dropped from fifteen cents to five and one-half cents and two cents per leaf, according to size and

POTTERY MEN QUIF.
EAST LIVERPOOL, Ore., Sept. 3.—Declining to accept the wage reductions involved in the new agreement between the United States Pottery Association and the National Brotherhood of Operative Potters, cask makers employed in this district have quit work. Their wages were cut 10 per cent with an additional reduction of 7 per cent scheduled for November.

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